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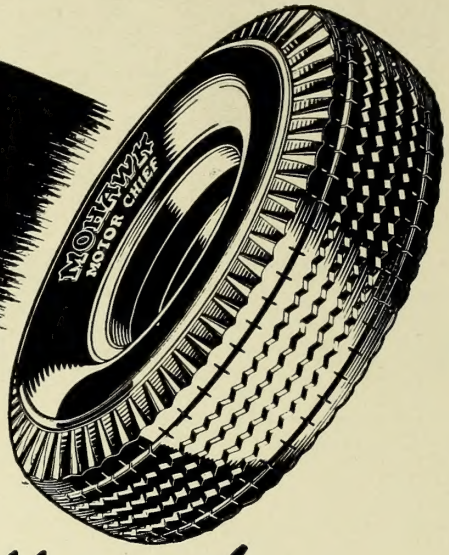
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A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION

JULY, 1950

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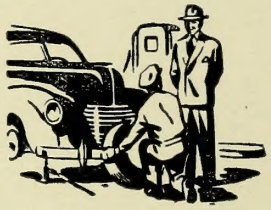


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NORTH CAROLINA ROADWAYS

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A Magazine for the Team . . .

It took a lot of planning and organizing to produce these first sixty-eight pages of your new magazine, NORTH CAROLINA ROADWAYS.

We didn't have much trouble with the general idea. Most business firms employing large numbers of people realize they can't keep in touch with their employees personally. They use the next best thing to personal contact. They use a house organ.

You're reading the State Highway Commission's new house organ right now. Its purpose is simple. The idea is to keep us in contact with each other.

You'll find Dr. Jordan saying on the next page that there are now more than 1,000 of us. That's a far cry from what we were in the beginning. (The beginning dates back to 1915 when good roads in North Carolina were little more than a hazy dream in the minds of a few dozen people.)

Now we have a big organization and a big job. It makes sense to realize that we can't do the best possible job unless we know something about our organization. NORTH CAROLINA ROADWAYS expects to tell you something about it.

You might be interested to know that we had trouble choosing a magazine name. Because the goal was to make this new publication belong to the folks who build roads in North Carolina, we wanted to emphasize people. Somebody suggested the name *Tar Wheels* and that sounded pretty catchy at first. Get the idea?

But soon we realized that people not familiar with what we wanted to do might not understand *Tar Wheels*. We compromised on NORTH CAROLINA ROADWAYS, a solid respectable sort of name. But you'll find a *Tar Wheels* department a few pages back. To us that department is the most important part of this journal. It symbolizes our purpose: to emphasize the people who make up the Highway Commission—the roadbuilders who turn the asphalt and cement and sand and dirt into roads and highways.

And one other thing. Our magazine editorial material is prepared and edited by the Public Relations Department, but the actual publication is handled by a company called Carolina Publishers Wing. The company handles the printing, the sale of advertising matter and distribution. Under the agreement the Highway Commission pays none of the costs of printing and distributing our magazine. The entire advertising revenue goes to defray production and distribution costs and no part of it accrues to the State Highway Commission.

Although we of the Commission have nothing to do with the promotional side, we think the magazine offers business firms a worth-while advertising medium for their products.

In this first editorial chat, we thought you might like to know these things.

You can help make NORTH CAROLINA ROADWAYS a good magazine.

We'll be calling on you.

Keep Us Informed

Up-to-date address lists have been compiled on all our employees receiving NORTH CAROLINA ROADWAYS magazine. But we know the lists won't stay up to date unless you let us know in case you move, change your name through marriage or even if we have the wrong address in the first place. We want you to receive your copy of the magazine, so won't you keep us informed?

COVER

Our first cover is a striking photograph of the new West Asheville Bridge, scheduled for completion in August. G. Spaanbroek, photographer for the ENKA VOICE, popular employee magazine of the American Enka Corporation in Western North Carolina, gets credit for the job. For permission to print it we thank Jim Lane, editor of the ENKA VOICE. Incidentally, we have an interesting picture story on the bridge scheduled for our next issue.

NEXT MONTH

NORTH CAROLINA ROADWAYS will feature two special articles about pay increments and work classification next month prepared by Personnel Director Henry Hilton and J. P. Dodge, Highway Commission administrative assistant. Be sure to read these features. They concern your job and your paycheck . . . A picture story of the magnificent new West Asheville Bridge also highlights the August issue . . . It should be in your hands by the first week in the month.

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A Message From the Chairman » » »



No single development in North Carolina's history rivals the revolution wrought by good roads on the day-to-day living of the average Tar Heel. We have 64,000 miles of highways and durable farm-to-market roads. This vast network, stretching across North Carolina from the mountains to the sea, represents one of the major achievements of the 20th century.

To the men and women who visualized this dream and fought the fight for good roads three decades ago the fulfillment of the years is amazing. Today more than 11,000 employees of the State Highway Commission supervise and maintain the largest state system of roads in the nation. Coupled with that, the Highway Commission is in the midst of an expanded secondary road program more ambitious than any being attempted elsewhere in the United States or the world.

To tie these 11,000 Tar Heel roadbuilders closer together in bonds of friendship and understanding, the Highway Commission is launching a new project this month. You hold in your hands its first product, North Carolina Roadways. This official magazine of the employees and friends of the Highway Commission will serve as a medium of communication for the thousands of men and women who work together building roads in North Carolina.

Because North Carolina is a large state—and because we cannot visit together often—North Carolina Roadways will take you on a visit every month to the near and far corners of the Old North State. It will tell you about the activities—big and little of the men and women who build roads. It may hand out a few bouquets for work well done; it may crusade to get the road building job done more efficiently and economically; it will seek most of all to keep the people it serves informed about the work they are doing as highway builders.

In brief, this is our own Highway Commission publication. It is our effort—in a large and complex organization—to bring the personal touch to what sometimes seems cold and impersonal. Comments, suggestions and contributions will be welcomed.

North Carolina Roadways is our magazine.

Cordially,

Dr. Henry W. Jordon

K. R. BENFIELD

General Contractor

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FRANK PAGE...

North Carolina's Pioneer Road Builder

His integrity, his courage, his wisdom led the way in the development of North Carolina's road system —During these days of unparalled roadbuilding, it is good to remember the heritage he left us.

In the twenty years since he resigned his position as Chairman of the North Carolina Highway Commission, Frank Page has become something of a hallowed myth to the men and women who helped him build North Carolina's first paved road system.

Frank Page always described himself as a builder. When he stepped down as Highway Chairman at the end of nine years of outstanding service, he said this about himself in a brief speech: "I have always loved to build things. This is deep within my nature. I suppose I inherited it from my father who was never satisfied unless he was at some constructive job."

Frank Page built things in North Carolina.

In 1919 the state's highway system was composed of 3,600 miles of inferior earth roads with a few miles of pavement adjacent to the larger cities. Travel by automobile was limited both by mileage of roads and weather conditions. The automobile was a seasonal vehicle at best, venturing out only when weather permitted and on trips to selected locations.

When Frank Page left the Commission in 1929, the state's highway system consisted of 7,500 miles of roads, connecting all county seats and all principal towns in the state. Motorists could travel over these roads any day in the year with assurance and safety.

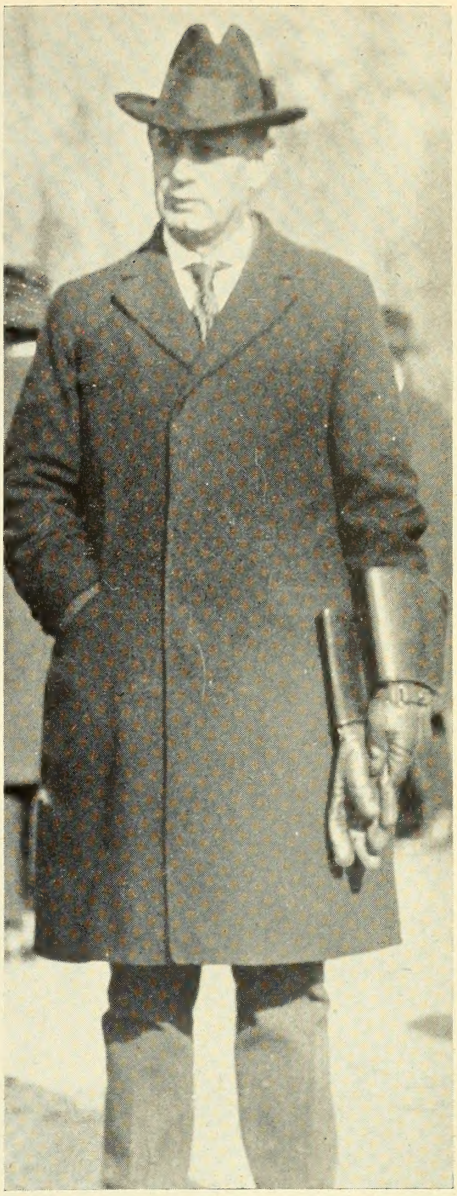
In the interim Frank Page had chartered a course in the previously unexplored realm of roadbuilding. He had become one of the nation's roadbuilding pioneers and a man of national and international reputation.

Frank Page spent almost $200,000,000 building North Carolina's primary road system. Nobody, including himself, had more than the slightest roadbuilding experience when the State Highway Commission was organized. Imagine the magnitude of the job when there were no precedents to follow!

Frank Page and his associates plowed this new ground well. They ran the highway building job with such efficiency that they not only built roads, but a reputation for economy and absolute honesty in spending large sums of money. Frank Page was that kind of man. He instilled integrity in his associates. Critics said he was stubborn and "bull-headed"—and he was, but these were the characteristics which kept him everlastingly on the job of seeing that the state got one hundred cents worth of roads for every dollar spent.

Builder's Heritage

Frank Page came from pioneer builders. His great-grandparents, Lewis and Sallie Justice Page, came down from Virginia and settled in Granville County. One of their sons, Anderson Page, gave to this state twelve children. Anderson's son, Francis Allison Page (better known as Frank Page) was the father of Frank Page, the highway builder. The elder Frank Page was a tall, strong, energetic "outdoorsy" type of man who made his own way distilling turpentine and felling timbers along the Cape Fear River. He made his headquarters at Fayetteville where he met and courted the winsome Kate Raboteau. They were married in 1849, but it was five years before the elder Frank Page built a home for his family and cultivated a farm. By this time he had moved to Wake County and named the settlement Cary. Here he continued his business and farming, lumbering and railroading. It was here that the five sons and three daughters were born, including Frank, the highway builder and youngest of the five. He was born February 22, 1875, into a home that was to become famous for its noted sons.



"If you would see his monument, look about you."

Walter Hines Page, the oldest, became a writer, publisher and Ambassador to Great Britain during the First World War. Robert Page represented North Carolina in Congress for a number of terms and later headed a banking chain. Henry Page became a leading banker, businessman and railroad president. J. R. Page also became a well-known banker and business executive.

As a boy, Frank spent many of his days fishing and hunting. When he be-

(Continued on page 9)



Do you know any of these Highway Commission employees? That's the old double-door front of the present highway building on Morgan Street. Among the folks are Frank Page, Charles Upham, Mrs. W. H. Foushee (then Miss Lula Lewis) and one other charming highway employee, still with us, who asked to remain anonymous. This picture was taken about 1925.



Frank Page reached the height of his achievement as Highway Chairman in 1924. During that year North Carolina entertained representatives of 62 nations who came to see the world-famed Tar Heel highway system. They toured North Carolina in what came to be known as "Frank Page's Traveling Road Show." Frank Page. Thomas H. McDonald, Commissioner of the U. S. Bureau of Public Roads, and Governor Cameron Morrison, are among the groups shown on the steps of the Governor's Mansion above as the tour began in 1924.

CHARACTER PAYS

(From the Memorial Address delivered by Dr. Edwin McNeill Poteat, Jr., at Frank Page's funeral in Aberdeen on December 21, 1934.)

Here was a superior man, and, as a sage centuries ago proclaimed to his day—so the life of our departed friend says to his day—"Character Pays."

North Carolina is today greatly bereft that he has gone; but greatly blessed because he lived. The virtues of superior living; the poise, the gentleness, the wisdom, the unselfishness, the unfailing good humor, the inviolable honor, these are all more winsome today because he exemplified them.

Frank Page and The Man Called Rollo

(Reprinted from a NEWS AND OBSERVER article by Ben Dixon MacNeill)

Across Frank Page's broad desk a man whose mother had named him Rollo smiled blandly, a smile born of assurance and timed at birth with a sort of triumph that he did not try to conceal. He nodded very slightly and said, very softly, "Yes, sir. I speak for them all. That will be the price of cement, and it is my opinion that it is a fair price, fair to the Highway Commission and to the companies for which I speak."

No muscles in Frank Page's face moved. He pulled a writing pad toward him and wrote a telephone number across it. Miss Ina Ferrell appeared, noiseless as always, and he pushed the pad across to her. That, for Frank Page, was a departure from his custom of dealing directly even with telephone operators. He waited in silence, and across the desk the man whose mother had named him Rollo continued to smile securely.

Yesterday the State Highway Commission had opened contractor's bids for construction of more than 300 miles of paved highway, bids that were submitted on the basis of raw materials to be furnished by the Commission, with an initial delivery of 12,500 barrels of cement. The man named Rollo had spoken for eleven manufacturers of cement. He named one price. After two confusing years the manufacturers had ganged up on Frank Page and the man whose mother had named him Rollo was chosen as spokesman for their ultimatum.

Prospective requirements of cement for the construction of 300 miles of road had been allocated, by themselves, among the eleven manufacturers and they had submitted bids accordingly. It was all very orderly, and all within any technical interpretation of the law, and there was nothing that Frank Page or anybody else could do about it. This was all the cement there was, and Frank Page could take it, and at their price, since he had to have it. Manufacturers had been fairly patient in waiting for their inning after two years.

Frank Page lifted the telephone from its cradle when the buzzer sounded. He said: "This is Frank Page. Radio your ship to put in at Wilmington. We can begin taking delivery on twelve thousand bags as soon as she has docked. All arrangements will be made for handling. Cable your principals orders for fifty thousand bags, delivered in Wilmington the basis of this order . . . I'm very

(Continued on page 29)

Frank Page—North Carolina's Pioneer Roadbuilder

(Continued from page 7)

came a man, he still loved to follow the trail and stream and these two sports remained his hobbies the rest of his life.

Frank was educated at Davis Military School and at the University of North Carolina. Years later, in 1924, the University conferred upon him its LL.D. degree. After college, Frank returned to Aberdeen, where his father had established a new home and moved his family. Frank engaged in the business enterprises of his father and brothers and became a member of their firm.

In June, 1896, he married Ella Martin. They had three children, Frank Page, Jr., Allison M. Page and a daughter who grew up to be Mrs. Edmund Harrison of High Point.

Events which led Frank Page to become North Carolina's pioneer roadbuilder occurred after the First World War. The future Highway Chairman had returned from service with the AEF in Europe. He was discharged as a major in the corps of engineers.

Governor Bickett

Governor Bickett had been searching for a man to head up the fledgling Highway Commission, but North Carolina heard of the appointment of Frank Page with "considerable amazement." Many had assumed that the Governor would appoint the late Henry Branson Varner, long the state's first agitator for good roads.

Ben Dixon McNeill, writing about the appointment, relates the following bit of personal history:

"Varner wanted the appointment badly. Ruminating over the matter on the evening that he was to die, Governor Bickett recalled that there were on file in his office 2,600 endorsements of Varner for the appointment, about equally divided between letters and telegrams. There was not one for Frank Page.

"'I'd made up my mind about one thing,' Governor Bickett said not three hours before death struck him with terrible swiftness. 'I wanted a roadbuilder and not a road booster for commissioner. I knew mighty little about roads. But I did know Leonard Tufts of Pinehurst, and I knew that he probably knew more about roadbuilding than any man in the state. His father was the father of sand-clay roads in the Sandhills. I asked Mr. Tufts to come to Raleigh and talk it over. I had some notion of asking him if he would consider the appointment.

"'Mr. Tufts came to see me, and we talked about roads. It was clear enough that he wouldn't have it. I asked him if he knew of anybody who could do the job and he countered with a question,—had I ever heard of Frank Page? I'd heard of him, I guess. I knew Henry. How I knew Henry. And I knew Walter Hines, and I knew Bob Page. . . . Mr. Tufts asked me to send for Frank Page and look him over. I did, and before he left my office I'd offered him the job. . . . And I'm not at all sure but it's that appointment more than any other one thing that will entitle me to a place in the grateful memory of the people of this state.'"

Little Money For Roads

And so Frank Page became North Carolina's first highway chief. There was little money for building roads in the beginning, but the great floodtide of sentiment for good roads had been rising throughout the state, and it burst forth during the General Assembly of 1921. The little group of people fighting for good roads—Miss Hattie Berry, Judge Herriot Clarkson and the rest—sold Governor Cameron Morrison on the road program—and sold him well. Their dreams and hopes for North Carolina touched the

(Continued on page 27)

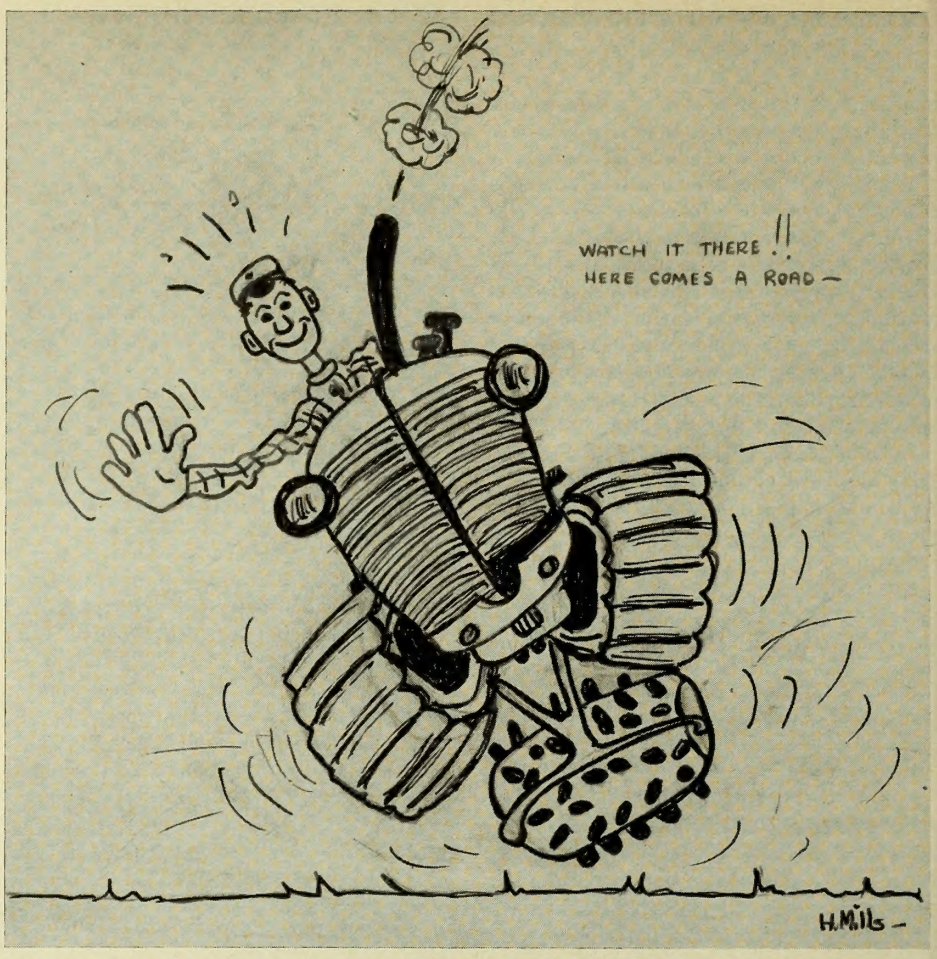


Frank Page took the visions and dreams of legislators and plain citizens and transformed them into the finest highway system in the nation. In the rare photograph above, leaders of the Good Roads Movement in North Carolina pose outside the State Capitol during the Legislature of 1921. This was the Legislature, incidentally, which passed North Carolina's first road bond bill and launched the state on its first major road building program.

The first three gentlemen on the left steered the road bond bill through the Legislature—Rep. Henry Groves Conner, Jr., of Wilson, Rep. Rufus A. Doughton of Alleghany, and Rep. T. A. Bowie of Ashe. Next is Miss Hattie Berry, secretary of the North Carolina Good Roads Association, generally credited with generating much of the enthusiasm for good roads. Beside her are Justice Herriot Clarkson of Charlotte, also a good roads leader, and Frank Page. (Photograph by H. K. Witherspoon).

A report on the $200,000,000 secondary road bond program

Roads Are Bustin' Out All Over!



As you read this first issue of North Carolina Roadways, June has arrived—and roads are bustin' out all over North Carolina.

Your Highway Commission has moved into high gear on the largest roadbuilding program in its history. Blueprints and sketches of new roads jam the offices of the Commission's ten divisions. Up and down the rolling terrain of North Carolina, men and machines scrape into the heart of the earth, pour on new topsoil and roll out the great mats of bituminous materials.

Along the trail of the roadbuilders Tar Heels, big and little, stop to watch the show. These are the roadbuilders they waited for through the mud-clogged winters and the dust-drenched summers. These are the welcomed roadbuilders magically transforming $200,000,000 into thousands of road miles.

When the Highway Commission got the green light last June to forge ahead on the expanded secondary road program, few commissioners or engineers thought they would move as quickly as they have moved during the ensuing twelve months.

Several factors were responsible.

One was the fast-moving farm-to-market construction program already under way since the end of the war. The know-how and the experience were there. Another was the efficiency and enthusiasm of the Commission's personnel. Probably the most important was the exceedingly mild winter. This allowed maximum effort during the period ordinarily bogged down in maintenance problems.

First Bonds Sold

The State of North Carolina sold its first $50,000,000 of road bonds last September. With an average winter anticipated, most engineers felt their programs would barely get under way before rain, ice and snow brought them to a speedy stop. They proceeded cautiously, using maximum effort on a day-to-day basis, hoping for the best, but expecting the worst. The weeks flew by, and the weather in December and January was as balmy as spring. Surely the blow would come in February! But February passed quietly. Temperamental March kicked up her heels half-heartedly.

All over North Carolina grading and base course work on new roads moved along at top speed. As the new year began, contracting firms found more than three or four times as many projects offered for their bidding. In February the Highway Engineer began scheduling double lettings to handle all the work. Instead of 12 or 14 projects, the Commission was advertising 50 to 60 during a single month. About 383 miles of road were let to contract in January and 811 miles in February. The March double letting listed 62 projects.

"We've been getting all our roads ready during the winter," one Commissioner reported. "By the time April comes, I'll have dozens of miles ready for surfacing. Maybe we don't show many roads finished

during the winter, but we have plenty with everything finished except the surfacing!"

Spring surged in with April, and the North Carolina countryside aroused itself to the hopes and aspirations of the new season. From dozens of highway shops across the freshly-budding Tar Heel land rolled the road machines. Along old roads lumbered the bituminous spreaders and rollers of the contracting companies, moving toward new road projects. Bituminous mixing plants sprang up along the highways. Orange-colored highway trucks mingled everywhere with ordinary highway traffic.

The big push was on!

Highway personnel noticed that few motorists objected to road barricades. One citizen wrote the Highway Commission: "I don't mind the detour down here near my house at all. I know it means you're building a new road!"

As April turned into May, inquiries began to reach the Highway Commission. How many roads have you built? How is the program going?

These were hard questions to answer. Men on the front line of roadbuilding had the order to build roads—not count miles. "Which is more important," a harassed district engineer asked. "Getting the roads built or poring over statistics?"

With $200,000,000 of the public's money invested, both were important. The road bond law said: "Spend so much money in each county." It told how the $200,000,000 should be split. It would demand an exact accounting. By the end of 1950 the State Highway Commission expected to render that accounting. By that time it would know the per-mile cost of a large segment of the bond program. Highway engineers would be able to gauge the pace of the work and determine the initial success of the construction program.

Work Finished

In the meantime, there were several signposts.

During 1949 the Commission finished paving one-tenth of the 12,000 miles of road set as a goal by the Scott Administration.

During the first three months of 1950 another one per cent of that goal was added to the 1949 total, making eleven per cent finished.

By May, 1950, the Commission had allotted all of the first $50,000,000 of road bonds sold last September. Of the total, $21,000,000 had been actually expended for road work, and the entire amount would be used up by the end of the summer.

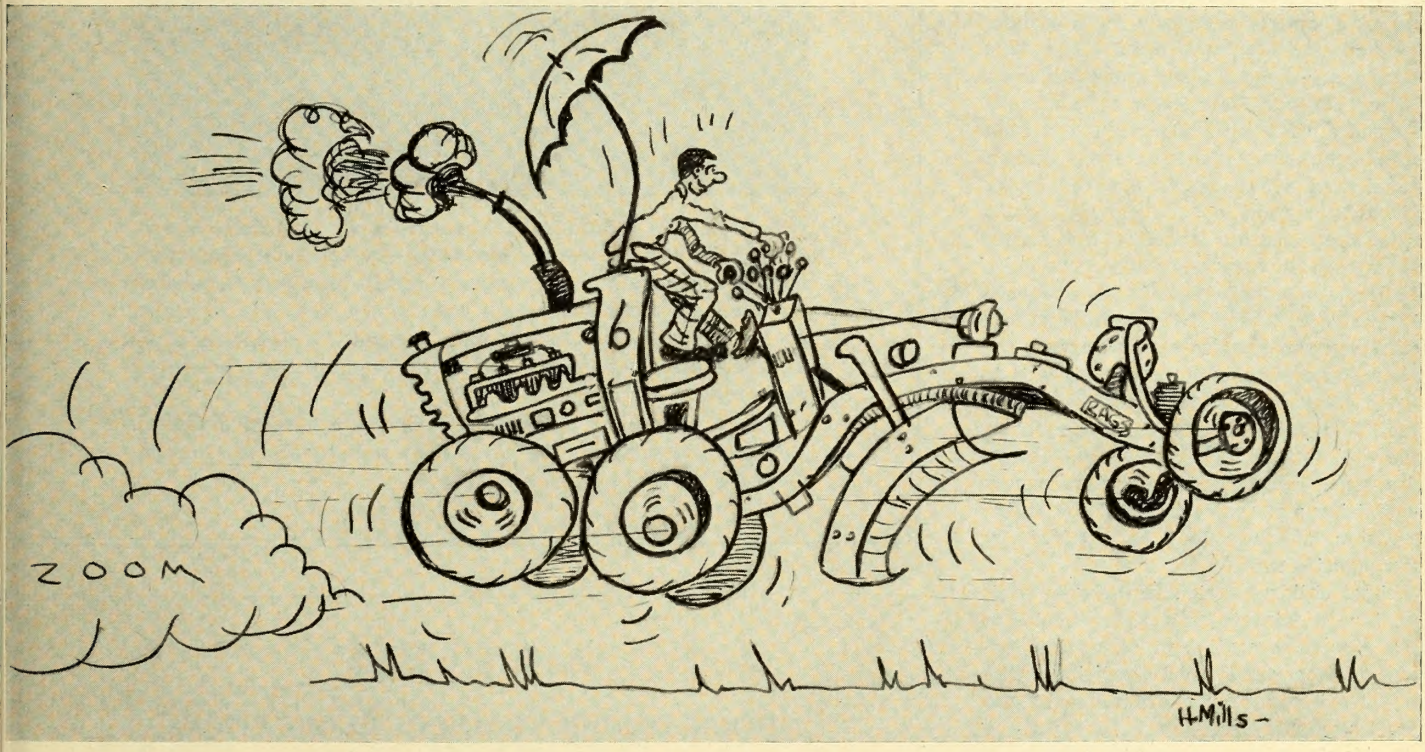
To keep the road machines moving, the State sold another $75,000,000 of road bonds on March 22, 1950, at the gratifyingly low interest rate of 1.52 per cent. This undercut the interest rate on the first bond sale (1.57 per cent). The Commission estimates this second segment will tide the program over into the spring of 1951—perhaps further depending on working conditions.

The Governor, the Chairman of the Highway Commission and the State Engineer summed up their feelings about the progress of the $200,000,000 roadbuilding program when they spoke at division-wide personnel meetings all over the state this Spring."You are doing a fine job," Governor Scott told employees.

"You are part of the roadbuilding team," said Dr. Henry W. Jordan.

"The Governor and the people of North Carolina are depending on us to carry through on this program," said W. H. Rogers, Jr. "The success or failure of the program lies in our hands."

That was the challenge laid down as the Commission moved along rapidly through its greatest year of roadbuilding.



A Safety Hint

WHO SAID ONLY A SCRATCH?

That's what one of our workers thought when a finger was pinched on a tailgate, but because it wasn't given FIRST AID right then, infection set in and soon the injured finger looked like two! Then the pain started and trips to the doctor had to be made, causing much loss of time and needless expense. Employees shouldn't be excused for failing to get FIRST AID or medical attention for even the simplest cuts or scratches.

New Road Paves Way For Textile Plant

An Alamance County textile company will build a million-and-a-half dollar ladies lingerie plant because a road paved under the secondary bond program opened up a new industrial site.

Copland-Fowlers Industries, Inc., at Hopedale, near the village of Carolina, several miles from Burlington, plans to locate its new plant on a road which was completed by State Highway Commission forces last fall. The plant will be in operation next fall and employ 300 persons.

J. R. Copland, president, wrote Governor Scott: "The new road opened for us a beautiful building site within close proximity to our other mills and this fact was a very large factor in deciding to go ahead with the expansion program. We believe we can safely say that had this road not been built, we in all probability could not have gone into this expansion program." Another official said, "We wouldn't even have entertained the idea."

The newly-paved road runs a distance of 1.8 miles beginning at N.C. 62 near Glencoe School, passes through the village of Carolina and ends at Hopedale, home of the Copland mills. The new building site is on a picturesque hill overlooking winding Haw River at the Hopedale end of the road. Another paved road behind the new plant extends into a second road which has been paved under the bond program.

The plant location is ideal. Just across the way are the company's other two mills which throw, weave and finish all types of synthetic fibers. The company will depend on the road to a large extent for the transportation of its goods, since it is a good distance from railroad facilities.

An Alamance County enterprise from start to finish, Copland-Fowler Industries, Inc., received its backing money from citizens of the county and the entire operation at the plant is handled by county residents.

School children welcome the new road, too, for in winters past the school has been closed several days at a time because of impassable road conditions. The company hopes to use graduates of the school as employees.

Residents of the community have celebrated two grand occasions recently. Last fall at the completion of the new road the people of the communities of Hopedale and Carolina held a brunswick stew supper to which highway employees and their families and local and state officials were invited. Almost 1,000 persons enjoyed the occasion. Later at ground breaking ceremonies in February another celebration was held for employees of the company and community residents.



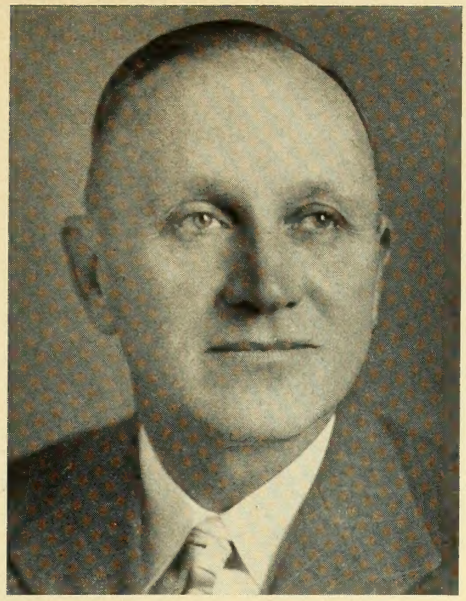
Officials of Copland-Fowler Industries, Inc., are shown at the ground breaking ceremonies for the company's new million-and-a-half dollar ladies lingerie plant to be located on a newly-paved secondary road. They are, left to right, J. R. Copland, vice-president; George Fowler, secretary and assistant treasurer; and J. R. Copland, Sr., president and treasurer.

Paved under the $200,000,000 secondary road program, the road opened up this beautiful industrial site for the company's new plant.

A Safety Hint

STICK TO OUR TRAINING REGULATIONS

When a new truck driver or machine operator is hired, have him ride with one of your most careful operators for three days so that he may familiarize himself with the proper operation of truck or machine and learn how we want the work done. After this three-day period, have tested and proven operator change seats with the new man so that he may watch and point out danger points and **things to do**, and **things not to do**, for the next three days. We know that this type of instruction pays dividends in safety and equipment maintenance.



A Letter to the Editor

To the Editor
NORTH CAROLINA ROADWAYS:

Dear Sir:

As President of the Highway Employees' Association, I want to take this opportunity to commend the Highway Commission on the launching of its new employees' magazine, North Carolina Roadways. It is the desire of our organization to cooperate in this venture wherever we can, and we are glad that our employees will be given this additional medium of communication among the various departments.

The Highway Employees' Association will continue to strive for hearty cooperation among all departments and employees, the betterment of our Highway Commission for the benefit of the employee and the State, economy consistent with efficiency and any improvements that will keep North Carolina at the top among State Governments.

Sincerely,

K. R. Scott, *President*
State Highway Employees' Association

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A Spitoon For the Fifth

To understand this little yarn, you'll have to read a short and zippy editorial from the *Greensboro Daily News*, commenting on Governor Scott's recent visit to the Seventh Division headquarters in Albemarle:

Kerr Scott, visiting Seventh District Highway office at Albemarle, made an observation which in our way of thinking was his most pertinent since becoming Governor of North Carolina. Seeing no spittoons in the new quarters of the State's roadbuilders, he said:

"It would be a shame for a delegation of farmers to come here on business and have no place to spit."

How did our public officials arrive at the conclusion that if they provided a place for cigarette butts—half of them marked with lipstick—they have observed the amenities or made their reception rooms safe for democracy?

There are still enough decent, substantial citizens in North Carolina who enjoy chewing tobacco to call for public provision for their comfort. Some men think (or think they think), when chain-smoking; others realize they cannot really digest a knotty problem without bringing to bear a bit of mastication.

'Phut !' and 'Zing !' often help properly to punctuate debate of the sort for which plain people go into a huddle.

It doesn't make sense for the Highway Commission and/or its employees to get above their raising. It's the right of a North Carolinian sitting on a jury, listing his taxes or listening to discussions affecting his life, liberty or pursuit of happiness to have a place to spit.

A public office without a spittoon has betrayed a public trust.

With that background in mind, you'll understand the significance of the group pictures above made on the occasion of the State Highway Commission's meeting in Greensboro on April 4.

The Fifth Division's alert and efficient Division Engineer T. A. Burton decided not to be caught napping when Governor Scott joined the commissioners at their meeting in his new division offices in Greensboro. Almost immediately after the Governor arrived, the headquarters janitor, Jessie Range, shown above on the left, brought the Governor a regulation-sized spittoon and placed it near his chair. Mrs. Marjorie Lynch, competent member of the Fifth secretarial forces (and incidentally a good photographer) snapped the above picture a few minutes later. The Fifth has no spittoon trouble!

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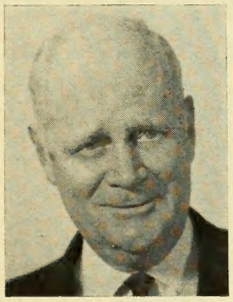
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Give Us a Break, Mr. Motorist

By H. D. JONES
Director of Safety
State Highway Commission



(EDITOR'S NOTE: One of the most enthusiastic supporters of the new magazine is the Highway Commission's Safety Director, H. D. Jones. In this article, published recently in The State Magazine, "Tarvia" tells the motorist how he can help the roadbuilder. Read on and see what he means! Incidentally, the cartoon is a contribution of T. R. McCrea of Philadelphia who does similar work for the Shriners magazine. We appreciate his interest in our new publication. Thanks, Tom!)

This is a highway safety message written from a viewpoint that few motorists have ever considered. It is a plea to the highway user to cooperate with the men who build and maintain our highways in eliminating what might be called unnecessary highway accidents. It could be very simple.

Highways are dangerous. Every year the roads and streets of America exact a grim toll of death and injury to say nothing of untold millions lost in property damage.

Highways are inadequate. Senator O'Mahoney's Joint Congressional Committee in studying our national highway needs reports that it will require $41 billion to correct the present deficiencies, if this correction could be done immediately by waving a wand. Spread the work out over a ten-year period and the estimate leaps 35 per cent to $55 billion.

North Carolina has an excellent highway system, but we are well aware that it is a long way from being adequate. The fact that a $200,000,000 road bond issue was approved by the voters last year shows that there is much to be done in the way of improvement.

With our sister states, we have been actively promoting safety for the traveling public. We have tried to make our road work as painless as possible, routing traffic past repair jobs with a minimum of inconvenience and always with the safety of the highway user in mind.

It is human nature for motorists to resent anything that interferes with their plans and progress. Signs such as "Detour," "Road under Construction," "Men at Work," are all very well for the other fellow. This motorist is in a special hurry. Such impediments don't apply to him. Get your silly barricades out of the way.

The inevitable result—a twisted mass of wreckage in the ditch with State police and an ambulance standing by. And very often a highway maintenance man killed or maimed through his trust in a warning sign which went unheeded.

The public does pay for the upkeep of the highway through the gas tax, license fees and other imposts. This gives many drivers the feeling that "they own the road" which could be literally true. But they carry it further to the point of considering it a personal affront if the road is not what it ought to be. Even our efforts to put it right is felt to be an infringement on the motorists' inalienable right, to life, liberty and the pursuit of happiness.

Unthinking Motorist

If these motorists confined their resentment to dirty looks, all might still be well. But they are usually more positive, in their reaction. They run through and

(Continued on page 25)



North Carolina State Library
Raleigh

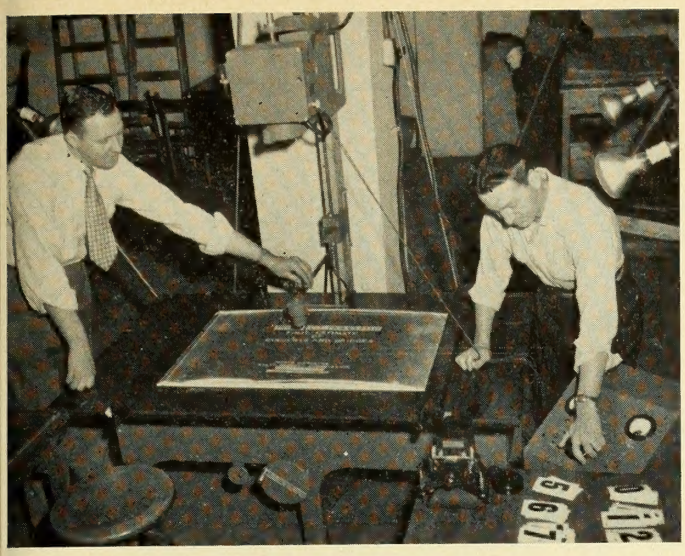


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Watch the Birdie!



That's a microfilm machine Paul Pearson (left) and Earl Williams of the Commission's Road Department are using. Each flash of light means one page less of blueprints for the Commission's road project file which dates back to 1916. Stacks of maps are being turned into rolls of film. When completed, the films will take up just one-fourth of the storage space now required for the records. By the end of the 18-months job, approximately 2,000,000 sheets of paper will have passed under the big camera's eye.

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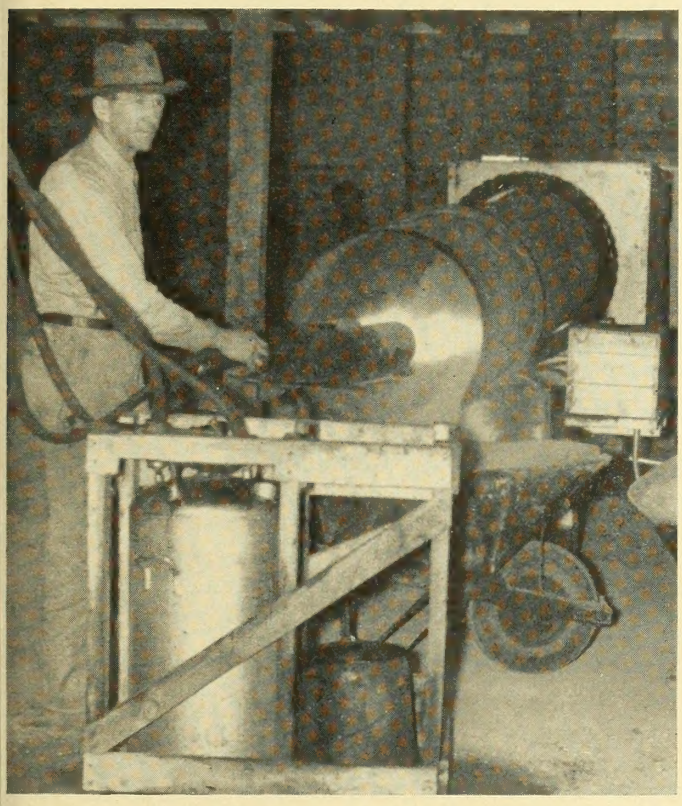
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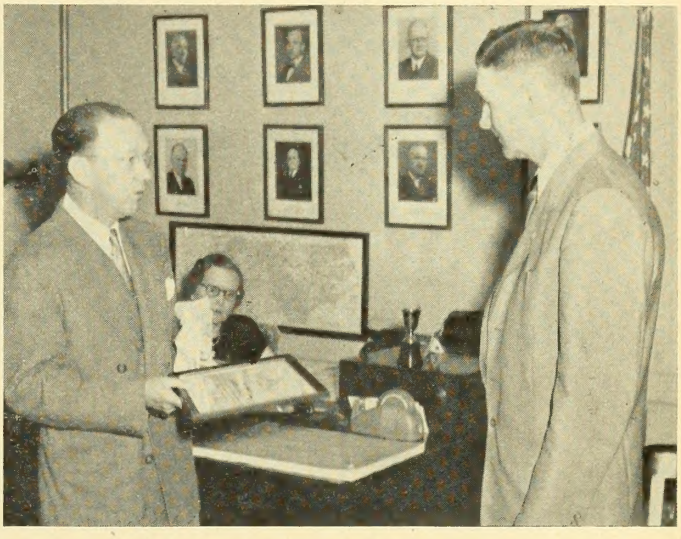
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Everette Setzer Wins McCrary Award for '49





Everette L. Setzer—outstanding Highway Commission employee for 1949—operates one of the sand dryers which helped win the McCrary Award (left). On the right, Mayor Frank McCrary of Asheboro presents him the 1949 McCrary Award in Raleigh.

A road gang foreman who built a better sand dryer won the 1949 D. B. McCrary Award—the Highway Commission's annual top honor for distinguished service.

Everette L. Setzer—and Mrs. Setzer—of New London (and the Seventh Division) came down to Raleigh on May 4 to receive the certificate of merit from a son of the late Highway Chairman D. B. McCrary, Mayor Frank McCrary of Asheboro. It was an outstanding day for the Setzers who heard Mayor McCrary praise the recipient's record of service in a special award ceremony before members of the Highway Commission and other highway employees. "Mr. Setzer not only has performed his regular duties faithfully and efficiently; he has gone a little bit further and done more than was expected of him," Mayor McCrary declared.

Dr. Henry W. Jordan, Highway Chairman, also praised Setzer's outstanding work and reviewed some of the history of the McCrary Award.

The McCrary Award committee chose Mr. Setzer primarily because of his invention of three models of aggregate dryers. The dryers are used on sand and other fine aggregates in making bituminous cold patch materials. Most commercial dryers cost about $1,500. Those designed by Setzer cost only $250 and are far superior for the Seventh Division's work. Setzer's dryers are now being used in other parts of the state as engineers discover their usefulness.

Setzer also has made improvement on other types of highway equipment, including road drags, wreckers and derricks.

As a gang foreman with 29 years of service, he works out of the Second District of the Seventh Division on special assignments.

The 1949 McCrary Award winner also reflects his spirit of service in New London community activities. He has been a scout leader there for about six years and is active in church work. His 16-year-old son has won prizes in the soap box derby.

North Carolina Roadways congratulates Everette L. Setzer for his loyalty, his diligence and his outstanding service to the State Highway Commission.

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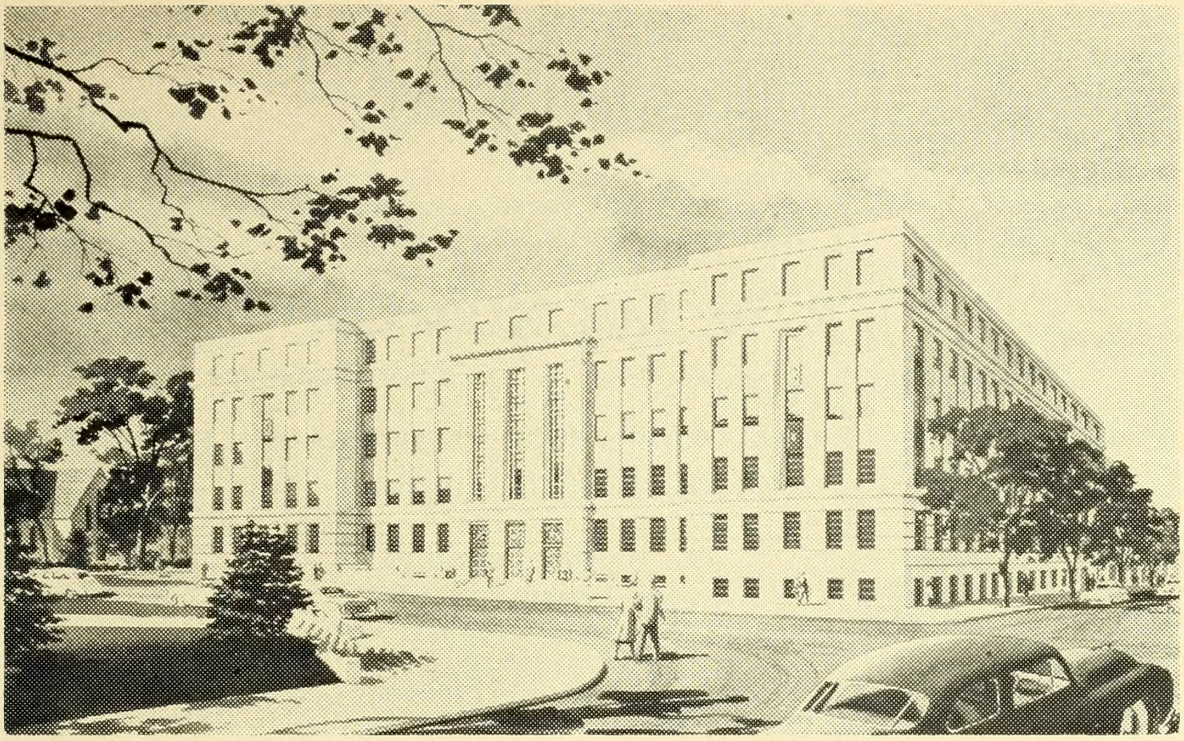
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Here's The First View of Our New Highway Building

On the corner of Wilmington and Morgan streets in Raleigh workmen are laying the foundation for a $1,350,000 headquarters building for the State Highway Commission. Architect Allen J. Maxwell, Jr., of Goldsboro, has prepared the above drawing of the new structure, viewed from the Justice Building just around the corner on Capitol Square.

Most of the 300 highway employees who work in Raleigh headquarters await completion of the new building with enthusiasm. For months they have been crowded and squeezed in their old quarters on East Morgan Street by the rapidly expanding demands of the accelerated highway program. Most of the Commission's filing department has been operating in the halls on the third floor. New draftsmen have been squeezed into newly-cleared quarters on the second floor. These employees and others will welcome the new building.

Its exterior will be granite or limestone on the Wilmington Street, Morgan Street and New Bern Avenue elevations. The doors and grillwork at the main entrance will be statuary bronze with spandrels between windows in this section of dark polished granite. The general architectural design will be classic and will conform to the general design established by the Capitol and later buildings around Capitol Square.

The building will consist of a ground floor with five floors of offices above. Vertical circulation will be taken care of by two passenger elevators, one freight elevator and three sets of stairs. The ground floor consists of mailing rooms, stock rooms, plan file rooms, storage space and provision for loading and unloading trucks. A driveway will furnish access to New Bern Avenue.

Space for a kitchen and cafeteria is provided in the Morgan Street wing. A concession stand is connected to the elevator lobby on this floor.

On the first floor will be the main entrance lobby, an auditorium to seat approximately 400 people, Purchase and Contract Division office space, a blueprint room and facilities for blueprint storage.

On the second floor will be offices for the Chairman and State Highway Engineer, the Commission meeting room, public relations office, administrative offices and legal staff offices. The New Bern Avenue wing on this floor will provide office space for the safety director's office and the equipment engineer. The Right-of-Way Department will be located on the second floor facing Wilmington Street.

On the third floor will be office space for the Accounting Department, Landscape Department, Statistics and Planning Department.

On the fourth floor will be office space for the Bureau of Public Roads, Location Department, and various engineering departments. Drafting space will be provided for the Location Department and there will be general files space for the engineering departments.

On the fifth floor will be the General Drafting Department, consisting of large drafting rooms for bridge and roadway planning, with engineering and maintenance office space facing Wilmington Street. This floor will be air conditioned.

The building will be 210 feet long on the Wilmington Street side with a wing extending 138 feet down New Bern Avenue and a wing extending along Morgan Street to connect with the present four-story Highway Building.

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Give Us A Break—

(Continued from page 17)

around barricades. If we are center-lining a road, they swing back and forth across the painted lines and you can imagine the mess that it makes.

If we are sealcoating or retreating a roadway half at a time, the disgruntled motorist will swing over into the freshly sprayed blacktop, wrapping it around his tires. If cover has been applied, he will speed up to kick this off or slap on his brakes to see how much of the surface he can shove off before it has a chance to chill and take final set.

If we put out rubber dummies to protect the freshly painted center lines, motorists make a game of seeing how many they can knock over. If wood blocks are used instead and one happens to blow a tire, the driver regards it as having been done with malice aforethought by the road gang.

Don't misunderstand me. I am not accusing all motorists of such boorish actions. But they happen frequently enough to present a serious problem and a definite traffic hazard to our maintenance crews. A little consideration by the highway user would go far toward making the highways safe for the men who work on them.

We continually remind our employees that because they are working for the State government, they should set an example of road courtesy, good manners and careful driving. Our records show that they follow these instructions more each year.

Since we realize that for every one hundred accidents on the job there are one hundred and twenty off the job, we have promoted home and off the job safety with our employees with considerable success. Our safety organization of highway employees extends into every county and to everyone who works for the highway commission.

There is still much to be done in promoting highway safety through the press, radio, pamphlets, and addresses to civic bodies. Our hope and desire is to receive more cooperation and courtesy from Mr. Public Citizen. If we can get this message to the motorists of North Carolina and to those who drive through our great State, I know they can help us and I believe they will.

Credits

Many folks helped us prepare this issue of NORTH CAROLINA ROADWAYS . . . First we thank Charles Snow and (Bill) Minges who snapped all the photographs in our picture story on the Governor's personnel meetings . . . Charlie and Bill are with the Prison Department's Bureau of Identification . . . W. Hardy Mills, Jr., a talented young artist of Raleigh, did the cartoons for this issue with the exception of the Safety Department's contribution which was the work of T. R. McCrea . . . H. K. Witherspoon took most of those rare old photographs used with the Frank Page story and Mrs. Marjorie Lynch, who says she can't take pictures, contributed the Fifth Division's "Spittoon for the Fifth" art work . . . The excellent topographical map of North Carolina used with our story on primary roads came off the drafting boards of C. M. (Uncle Bim) Sawyer, veteran senior draftsman of the Locating Department . . . James Ivey, photographer for the STANLY NEWS-PRESS, let us use the "Yellow Hornet" photograph.

To all we say "Thanks!"

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Frank Page—

(Continued from page 9)

imagination of distinguished legislators like R. L. Doughton of Alleghany, T. C. Bowie of Ashe and Henry Groves Connor of Wilson.

With their guidance North Carolina forged bravely forward, authorizing the first $50,000,000 of a bond issue for a county-seat-to-county-seat highway system. This was an ambitious step for the North Carolina of those days, but her leaders had sufficient confidence in their road-building adventure to push even further. Before the end of his tenure as Highway Chairman, Frank Page had supervised expenditure of $115,000,000 in road bonds —and North Carolina could view with considerable pride the finest automobile highway system in the nation.

Was it worth the interest paid? Looking back on the achievements of the last two decades, few North Carolinians would say that it was not. The money Frank Page helped spend will be finally repaid in 1952, as new payments begin to come due on a mid-century adventure in roadbuilding even more ambitious than that of the Twenties.

The value of the roads Frank Page and his adoring cohorts built North Carolina can hardly be measured in terms of economic and social development of this state during the last 30 years.

"If you would see his monument," the late Josephus Daniels wrote about Frank Page when he died, "look about you."

Even today Tar Heels can look about them and see the monuments Frank Page left North Carolina. He started without equipment and without trained men. He brought in the best engineers from other states to train native Tar Heels. He studied equipment and bought the best that could be built. He studied soils and materials and built the best kinds of roads that could be built for their day.

The Highway Commission—and the roads it built—are the two lasting monuments to Frank Page.

In an address he delivered in Vermont in 1928, shortly before he retired from the highway building field, Frank Page expressed best his deep understanding of the meaning of good roads to The Old North State.

" . . . Perhaps most important of all among the dividends contributed by (our) investment in State Highways is the socializing influence upon our people. All values, in the last analysis, of course, are relative to their influence upon human life. Most of the strife and conflict, most of the prejudiced and undesirable things of life are born of ignorance. Nothing will do more to banish ignorance and to encourage that spirit of charity that makes the whole world kin than a system of highways, providing easy transportation, banishing distance and isolation and enabling the whole people of the state to enjoy fellowship with their neighbors as well as our brethren from afar."

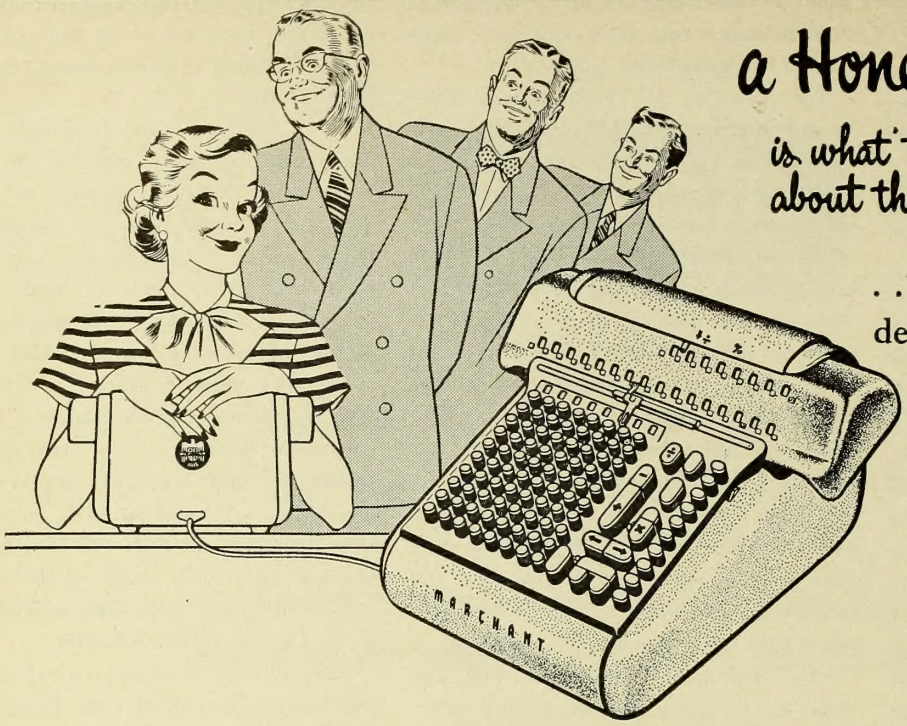
For the now far distant world of 1928, that was a profound and illuminating statement straight out of the large heart and mind of one of North Carolina's distinguished sons.



Another rare photograph of early members of the State Highway Commission made shortly after Frank Page resigned. Rufus A. Doughton, in the foreground, was newly appointed chairman of the Commission but all other members had served continuously since 1921.

From left to right seated, they are J. G. Stikeleather, Asheville; A. M. Kistler, Morganton; A. S. Hanes, Winston-Salem; John F. McNair, Laurinburg; J. L. Woodcock, High Point; John Sprunt Hill, Durham; W. A. McGirt, Wilmington; Claude Wheatley, Beaufort; and Frank Kugler, Washington.

Standing behind the Commission are Charles Ross, then general counsel of the Commission; Capt. Charles D. Farmer, Commander of the State Highway Patrol; Miss Ina Ferrell, secretary to the Commission (a position she still holds); H. K. Witherspoon, then assistant to the chairman; Miss Helen Whitaker, Witherspoon's secretary; and John D. Waldrop, State Highway Engineer. The picture was taken about 1929.



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GRANITE QUARRY, N. C.

PHONE 611

Man Named Rollo

(Continued from page 8)

much obliged to you. Goodbye." The telephone clicked back into its cradle, and still with no flicker of a line in his face Frank Page looked levelly across the broad desk.

By now there was no smiling on the face of the man who had come confidently with an ultimatum. Seventeen years since the March afternoon when the thing happened has dimmed no detail of my recollection of the incident, and from among scores of incidents that it was my fortune to witness, there is not another that quite so completely embodies nearly all that Frank Page was in the epochal years between the return of Major Frank Page from the first World War in 1919 and that memorable evening when he said, "If you are going up to the Mansion you can tell the Governor that if it's any satisfaction to him, I'm going out of office with him." That was in May, 1928. He added, " I guess it's time I got back in my own sort of business. With the Wachovia, I guess. But don't tell the Governor that yet. It's not my secret."

When Frank Page looked across the desk after laying the telephone back in its cradle, he did not smile. There was nothing in him that could crow at his own victories. I've wondered, if, deep down, that he knew that this adversary was lacking any element that was worth crowing over. He was, beyond any doubt, an able and resourceful manufacturer of cement. Afterward, when he looked upon his own folly, Frank Page bought cement from him—at his own price, which was a fair, and a wholly impersonal price.

Nor was there a syllable of protest out of him, in ensuing weeks, when a species of patriots, apparently inspired by American cement manufacturers, made an abortive effort to stir up opposition against the use of foreign cement, and in other quarters that the cement was of inferior quality. No public mention was made of the fact that members of the laboratory staff of the Highway Commission boarded the inbound Norwegian steamer with the pilots off Southport, left it at quarantine with samples that were put through rigid tests at the laboratory here before a barrel of the cargo was unloaded at Wilmington. The cement met specifications. And, to complete and have done with the incident, slightly more than $60,000 was saved on the initial purchase of imported cement, and in the long run, many millions. At one thrust Frank Page had garroted the cement combine against the Highway Commission—completely, effectively and permanently.



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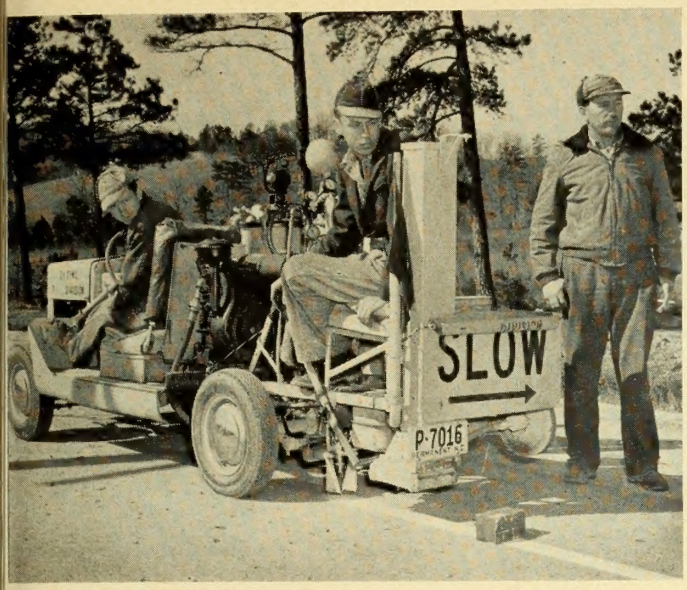
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Watch Out For the Yellow Hornet!



The Seventh Division's "Yellow Hornet" hit the roads in April up around Albemarle—and the traffic line boys up that way are asking the motoring public to take heed!

The "Yellow Hornet" is the Seventh's new center lining machine built by the division's highway garage personnel under the direction of F. T. Adams. The ingenious contraption consists of a stripped-down Crosley automobile chassis and specially mounted air paint guns.

It works much better than the old-style center-lining machine—but the boys who run it still have one big enemy —the careless motorist. "You'd be surprised at how many close shaves the boys get every day," said Fred Morgan, shown above in the driver's seat. "Everybody wants that four-foot space the Hornet occupies in the middle of the highway. And they can have it—but please, please not when the Hornet is there!"

Speeders and the "I won't budge an inch" type of motorist are the deadly enemies of all traffic line men, Morgan says. Some motorists even think the "Hornet," driver is a prankster "hogging" the road.

When center-lining is so important to the motoring public's safety, the boys who run the machines think it's only fair that Mr. and Mrs. Motorist give some attention to the crews of the many "Yellow Hornets" scheduled to be cruising jauntily up and down North Carolina's roads this summer.

Also shown in the picture above are J. D. Yow (paint gunner) and F. T. Adams, inventor of the "Yellow Hornet."

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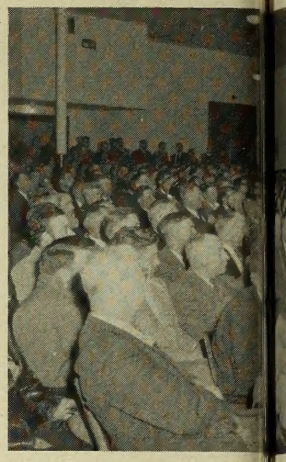
Institutions—Restaurants

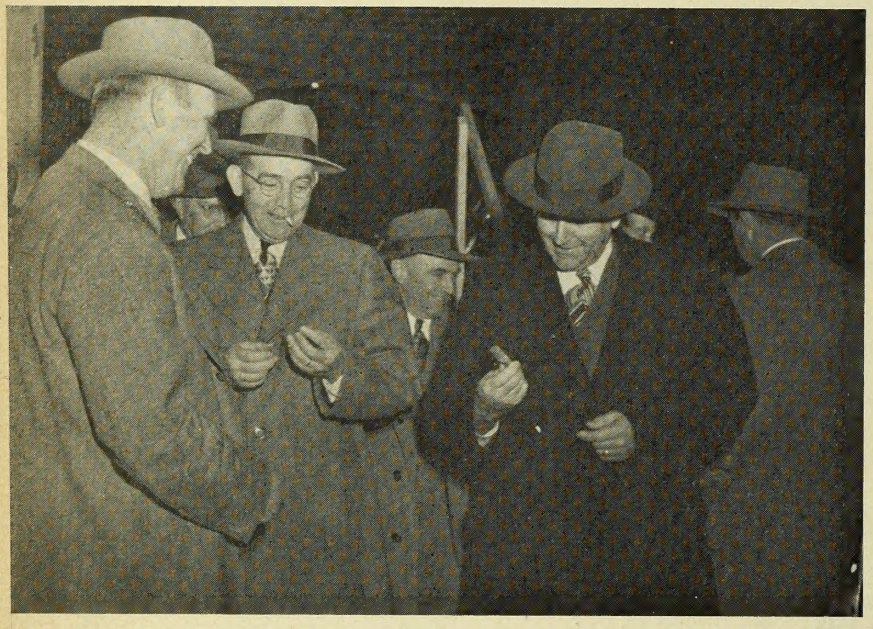
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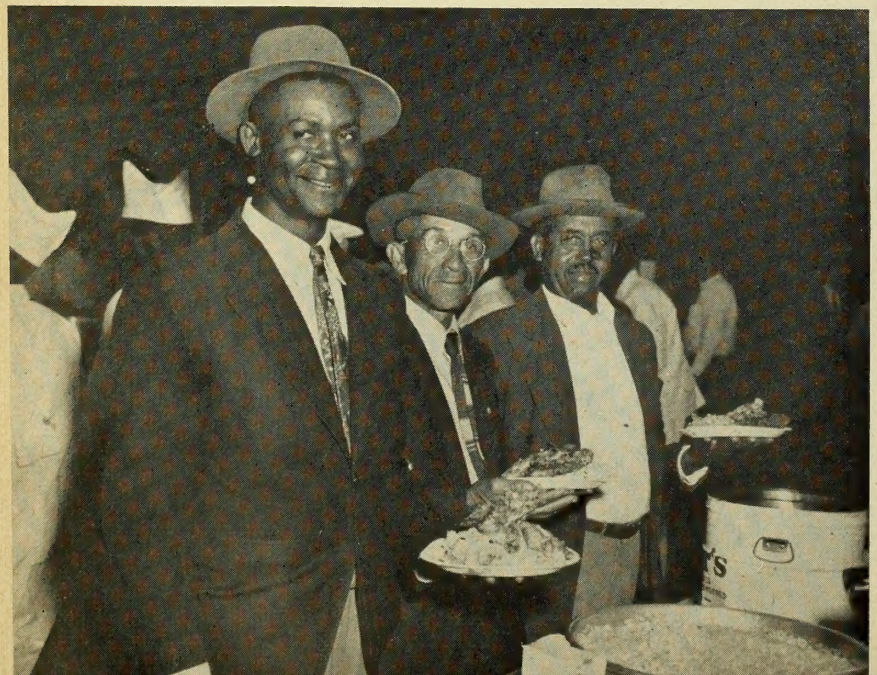
THE GOVERNOR MEE



WILSON







DURING the last three months Governor Scott t time off from his busy schedule to visit every hi way division from the flat plains of Ahoskie to mountain slopes of Burnsville. . . . The Gover spoke to almost 10,000 roadbuilders at ele special meetings. . . . Probably you were in one his audiences. If so, you remember he said you w part of the largest roadbuilding program of type now under way anywhere in the world. . He also asked your support in carrying out gigantic roadbuilding program efficiently and ec omically. . . . He also congratulated you on fine job you're doing all over North Carolina.

On these pages we've assembled photogra taken at some of these meetings. . . . Perhaps yo find yourself among one of the audiences.

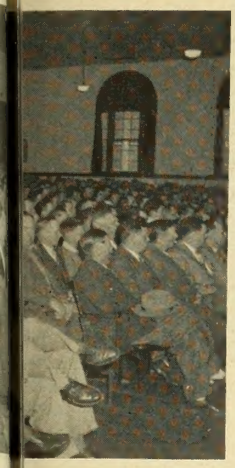
The three views across the top show scenes Ahoskie, Sanford, and Wilson.

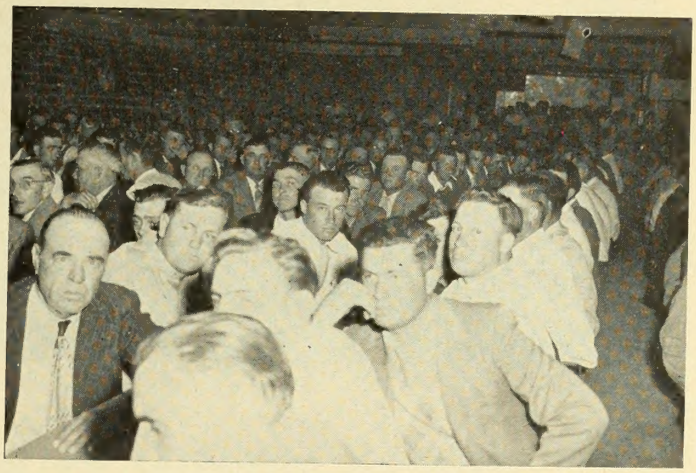
Middle Left: Prison Supervisor Hoyt B. Nich was celebrating the birth of a 10-pound baby b when he met Dr. Jordan and Governor Scott Wilson. . . . Hoyt had only one cigar left, so broke it in half and gave one to the Chief Executi and the other to the Highway Chairman. They we highly amused.

Lower Left: Lacy Blue, Ed Taylor and W Monroe, plates piled high with pork and chick at Sanford, have an average of 23 years servic respectively, with the State Highway Commission.

Middle Right: At Kinston, Division Commission Guy Hargett had all his women employees seat together, and Governor Scott couldn't resist co menting on their wealth of beauty. "The Seco Division surely sets a record in that department

THE ROADBUILDERS





SANFORD



vernor chuckled. . . . Later he, Chief Engineer Rogers, Dr. Jordan and Commissioner Hargett for a picture with the girls just to show what talking about. . . . See what he means?

er Right: Good barbecue improves a man's k on life. . . . It certainly did wonders for on the right. . . . He's piling that plate high nebody at the Wilson meeting.

Photo Story continues on next page.

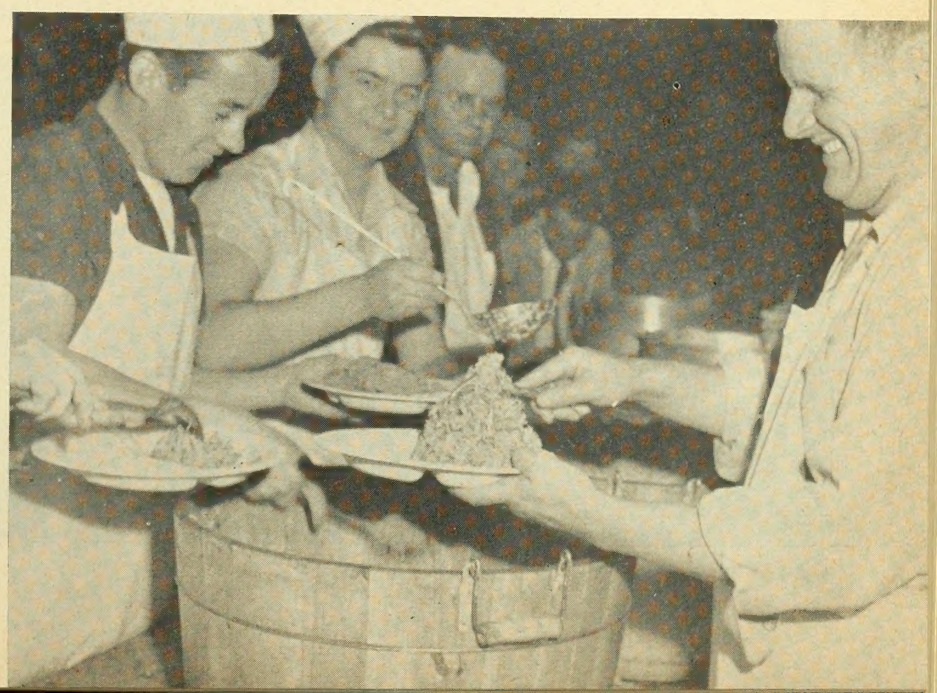
And here are some more good looking ay Commission secretaries. . . . These showed the Sanford meeting. . . .

dle Left: At Kinston, Prison Supervisor P. E. n brought the best news on the program. . . . nounced how the barbecue and rockfish stew e served. . . .

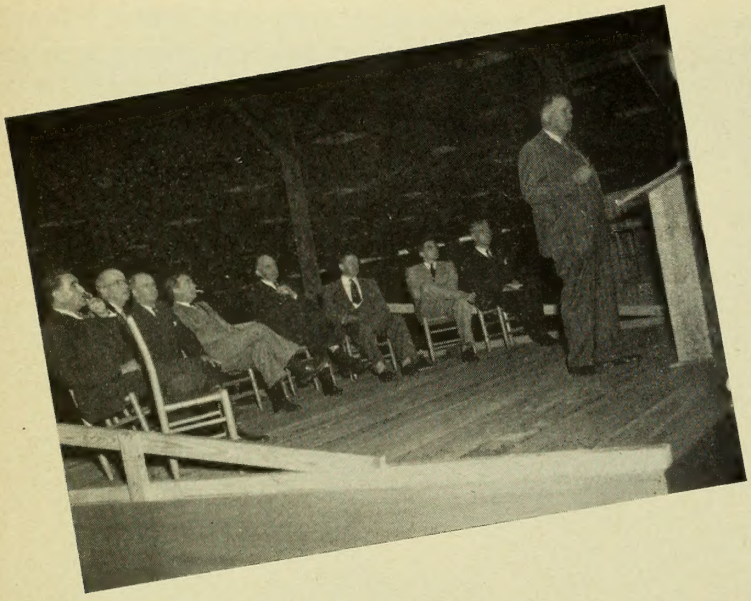
dle Right: This is a shot from the rear look- ard the speaker's table at Sanford. . . . See you know?

r Left: Division Engineer T. G. Poindexter zed various department personnel at the meeting. . . . Fred Everhart (sitting at the aintenance supervisor of Davidson County, biggest hand of any highway official intro- . . . Fred must be doing a wonderful job not ilding roads but building friendship and ion.

Right: It was rain on the roof at Ahoskie, and Kinston during the Governor's visits, dy cared. . . . A rainy day is the best kind for an indoor roadbuilding meeting. . . . vernor speaks to the First Division at the ool auditorium in Ahoskie.













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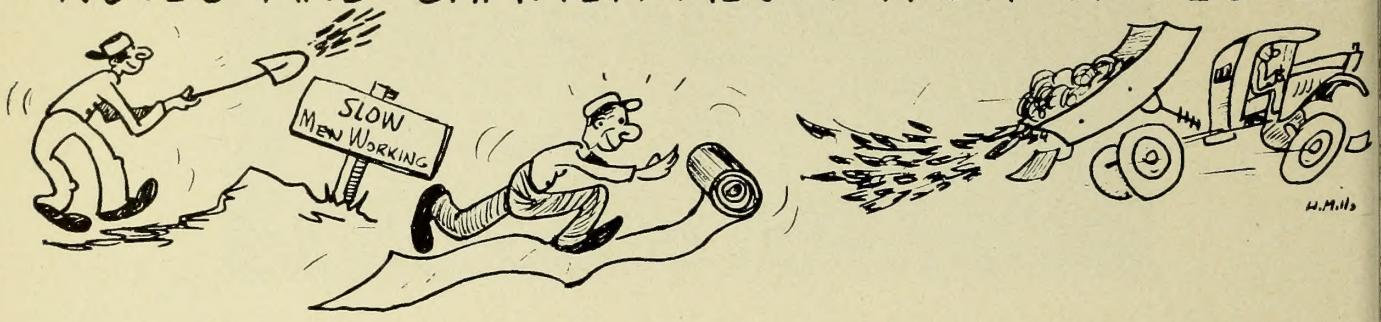
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TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



HOWDY! . . . We thought our magazine about the Highway Commission ought to be informal, friendly—and informative. . . . That's why our first issue features this department called *Tar Wheels*. . . . It's a place where we can let our hair down and chat with each other. . . . So here we go on a quick zip around North Carolina to visit the roadbuilders. . . .

DIVISION ONE

EMPLOYEES OF THE FIRST DIVISION are still talking about the Governor's visit to Ahoskie recently. . . . Remembering the occasion, they tell this story on their amiable commissioner, *Henry G. Shelton*: Shelton got so engrossed talking to friends and associates that he missed riding out to the prison camp barbecue with the Governor and had to bum a ride. . . . Henry got some rough kidding for being late at his own party.

INCIDENTALLY, the 1,000 employees of the First Division had their barbecue supper served in the newly-built Road Oil Equipment shed at Ahoskie. . . . *R. C. Speight*, road oil supervisor, supervised construction with his own personnel—and "without the help of any skilled carpenters," he reports. . . . Looks like a good job to us, Mr. Speight.

NOW THAT SPRING has come we hear about bustling activity along the banks of the old Roanoke River. . . . The "rockfish" are really running. . . . Highway employees in the vicinity are making plans for a rock muddle.

SPRING NOT ONLY TURNS a young man's thoughts to love, it also turns a young lady's thoughts to matrimony. . . . The third district's petite office clerk, *Ballard Mohorn*, has a lovely decoration on the third finger, left hand, which in this case spells "wedding bells" in early June. . . . Our best wishes to her and congratulations to *Danford Cutchin* of Whitakers.

WE HEAR that two "bundles from heaven"—both girls—came to First Division employees in April. . . . *Mr. and Mrs. Royce H. Twiford* of Manns Harbor and *Mr. and Mrs. Mack White* of Belvidere were the recipients.

TAKE A TIP from *Lee Brittle*, section foreman at Conway—accidents can happen at home, too. . . . Lee was adjusting his lawn mower to work on his spring grass and in so doing cut off two fingers on his right hand.

THE FIRST DIVISION has talent in its midst in the person of *Shirley Jones*, stenographer in the Ahoskie office. . . . Shirley is a gifted singer and recently rendered a solo at the Basnight Memorial Methodist Church. . . . The service was broadcast over the local radio station.

THE "GO FORWARD" program lost a reliable worker in April—*J. W. Deans* of Elizabeth City who retired on disability after 28 years' service. . . . "Willie," as he is known to his fellow employees, has worked continuously with the Highway Commission since 1922.

IT IS WITH REGRET that we have to report bad news along with the good in this column. . . . Sympathy is extended to the families of *Glenn C. Gray* and *J. F. Eure*, whose deaths occurred in March. . . . Mr. Gray who died on March 17 at his home in Buxton, had been employed since August, 1946. . . . Mr. Eure, who died on March 19 in Suffolk, Virginia, had retired from active service in 1942. . . . He came with the Commission in 1931 as section foreman when county roads were taken over and prior to that time had worked with the Gates County Road Board for 20 years.

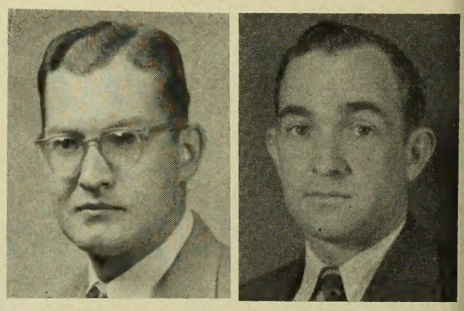
J. R. FAUCETTE, sign supervisor, says he can top Governor Scott's story about the state now raising hogs with two shoulders and two hams. . . . He says: "The other day I noticed a cow in the pasture. . . . Her calf was about 50 feet away, but two hogs were milking the cow instead, believe it or not!"

DIVISION TWO

CHARLIE SNELL, office engineer at headquarters in Greenville, tells us the Second has a pretty good bowling team representing the Highway Commission in those parts. . . . How 'bout sending us a picture of the guys and gals (if any), Charlie?. . . . Maybe some other team wants to challenge the Greenville stars.

THE BUILDING FEVER is bustin' out all over down Second Division way. . . . A new district office has been erected at New Bern. . . . *District Engineer Ralph Pollock* is sprucing up the whole Highway Commission area around the new office. . . . It really did need some attention, too. . . . We also hear that over in Onslow County at Jacksonville a new garage is being constructed.

THREE MARRIAGES have been reported to us. . . . *Doris Letchworth* of Castoria was married to *Daniel W. Williams* of Hookerton on March 17. . . . Newport is the home now of the former *Clara May Hill* of Kinston and *Carroll Millis* of Newport after their marriage on March 3. . . . *A. L. Pittman*, section foreman in Onslow County took unto himself a wife on March 4.



BOONE AND ROUSE

TWO EMPLOYEES of the Second have recently been promoted to senior highway inspector. . . . *F. S. Boone* and *Kirby A. Rouse, Jr.*, both of Kinston, received their promotions in April and March, respectively, having held their junior posi-

tions since May, 1947. . . . Both were employed in 1946 as rodmen.

LATEST FISH TALE comes from *Jesse Graham* of Newport. . . . His story goes that on a recent Saturday night he caught 120 mullets. . . . Better not let the game warden hear that, Jesse.

FOLKS down Second way brushed up on their safety techniques at a recent safety meeting at Maury Shop. . . . *John Hinnant* and *Mark Worthington* led the discussion after which a barbecue dinner was served. . . . Those present are still smacking their lips over the delicious cakes baked for the occasion by *Mrs. J. H. Heath, Mrs. C. B. Creech, Mrs. H. T. Sutton,* and *Mrs. T. C. Rouse.*

LADIES NIGHT was the order of the day at the April 28 meeting of the second district highway employees' association held in Washington. . . . There was plenty of barbecue to go around, even for seconds.

LLOYD W. WHITE, JR., levelman on the construction party located at Washington, announces the arrival of a daughter, Pamela Joyce, born on March 31. . . . They say Lloyd's reclassification from rodman to levelman couldn't have come at a better time.

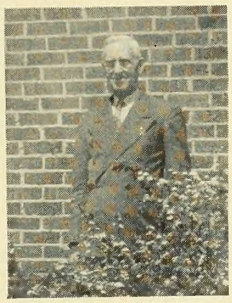
A POPULAR baseball player has decided to curtail his baseball activities and cast his future lot with the SH&PWC. . . . *Junior Yohn* has joined the Commission with an engineering party. . . . He also recently decided he would be happier if he annexed a partner, and now it is newly-weds Mr. and Mrs. Junior Yohn.

QUITE A FEW Second employees have been on the sick list. . . . *R. A. Walton,* gang foreman at Maury Camp, is recovering very slowly at the Veterans' Hospital in Kecoughton, Virginia. . . . He has had plenty of company, however, in the persons of *Mark Worthington, Albert Hinnant, L. E. Tyndall, T. C. Rouse, Robert Farmer, Mark Tripp, J. L. Cox, L. R. Barefoot* and *Rossie Gray.* . . . Also on the sick list have been *M. A. Morton* who *recently underwent an operation, Mr. and Mrs. J. W. Meadows* and *Wesley Bynum.*

HARREY WOOD has a message for Governor Scott. . . . Road construction has gone so well in Onslow County that Harrey says he will be glad to offer his assistance to the Governor in getting his road paved in Alamance County.

C. Y. GRIFFIN AND LOUIS WATERS felt like Robinson Crusoes several weeks ago. . . . They were inspecting road conditions on Ocracoke Island and became weatherbound for 24 hours. . . . Even the beautiful, quaint scenery didn't help their morale, they say.

PRIDE GOETH BEFORE A FALL—and that old saying proved to be true one recent Sunday when several Second Division employees (we couldn't obtain their names for obvious reasons) went fishing. . . . Soon they became rather proud of the crowd gathering to watch their fishing prowess. . . . Deciding to end their day of fishing, the two men drew back to shore in their boat and immediately a dignified man in the crowd stepped forward, turned to the remainder of the group and said, "Friends, it appears that our brethren have finished fishing. Now we will proceed with our baptizing."



DAVIS

THE SECOND LOST one of its most faithful employees in February by the retirement of *Charles Webb Davis.* . . . Davis, a senior office engineer, had a work record of 29 years with the Commission. . . . He is a graduate of Wake Forest and State Colleges.

DIVISION THREE

PARTY DOINGS hold the spotlight in this month's news of the Third Division. . . . Oysters and fish were the fare for the Brunswick County Highway Employees' Association party held recently at Pigott's place in Gause Landing—and no better fare could be offered to employees located in that "county by the sea". . . . Around 40 persons attended. . . . Special guests were *W. T. White,* a former prison superintendent, and *C. R. Roberts,* maintenance supervisor from Whiteville.

MRS. FRANK GRAHAM, wife of the senator, was honor guest on March 30 at a tea given in Fayetteville by *Mrs. A. Wilbur Clark,* wife of the Third's commissioners. . . . Approximately 50 guests attended.

THE CAPE FEAR ENGINEER'S CLUB held its annual ladies' night on March 31 at Breece's Banquet Hall in Fayetteville. . . . Some 35 highway engineers and their wives were among those present.

AND NOW that the fish are running, there's lot of talk about up and coming fish fries.

IF YOU ARE EVER down near Elizabethtown, be sure to stop by and see the link-belt shovel assigned to *G. W. Atkinson.* . . . *S. T. Saunders,* equipment inspector for the division, says this shovel is the cleanest of any he has inspected in years.

THE THIRD DIVISION SIGN SHOP occupies new quarters now. . . . *G. L. Coleman,* sign supervisor, recently moved his department from an old make-shift wood building to a new cinder block building on the highway grounds in Fayetteville.

THE THIRD REPORTS its share of marriages, too. . . . *Allison K. Murray* of Burgaw, rodman with the Construction Department, looks to a June 3 wedding. . . . *Mary Lillian Chadwick,* also of Burgaw, is the happy bride. . . . *Ellis Benton, Jr.,* in Brunswick County became a groom on April 16. . . . *Mildred V. Tatum* of Virginia was the bride.

QUITE A FEW Highway Commission employees attended the Fire Power Show held at the Gulf Oil Company Terminal on the bank of the Cape Fear at Fayetteville on March 29. . . . *C. E. Brown, A. T. Hight, J. W. Upton* and *W. L. White* were among those attending the demonstration dealing with the safe handling of gasoline and fuels.

ASSISTANT DIVISION ENGINEER C. E. BROWN gives a pat on the back to the division's Road Oil Department which had no accidents during the months of February and March.

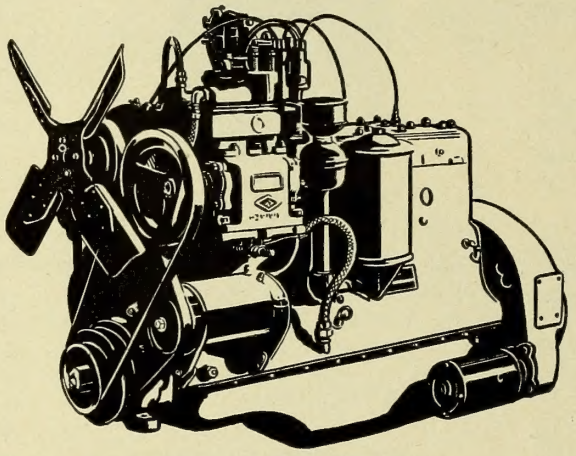
A NUMBER OF Third Division employees are on the road to recovery. . . . *G. C. Carter,* supervisory foreman in Pender County, is recuperating after an operation in the Wilmington hospital. . . . *W. V. Coley,* division shop foreman, has returned to work after a two-weeks hospital stay. . . . *E. C. Tyndall,* maintenance supervisor in Duplin County, is glad to be back at work following an operation in the Kinston hospital. . . . Fellow workers in district three welcomed the return of *Howard Hair, M. M. Cade, A. G. Smith, Percy Hope* and *D. E. Hair.*

AMONG THE NEW FACES around the division are: *Wilhelmina Ellis,* working in the Right-of-Way Department now located in Fayetteville. . . . She replaces *Christine R. Faulkner,* who was the able minute-taker at the State Highway Employees' Association convention at Wrightsville Beach last fall. . . . *Wade Mangum,* who shares the district office and works on surveys of projects in the vicinity. . . . *O. L. Owen* of Whiteville, who has been assigned to build the truck lane at Clinton. . . . and *L. T. Mercer* of Burgaw, transferred from the Fourth Division, who was promoted from instrument man to junior resident engineer.

PROUD PARENTS in the division include *Mr. and Mrs. J. A. Bridger* of Bladenboro (Mr. Bridger is former Division Three Highway Engineer). . . . *Mr. and Mrs. Cecil N. Bruton* announce the birth of a daughter on April 4. . . . Mr. Bruton is junior right-of-way engineer for the division. . . . *Minnie May Smith,* junior stenographer at Clinton, says she is about to be a grand-ma.

SYMPATHY is extended to *District Engineer R. V. Biberstein* in the death of his wife. . . . To the family of *Millard Cicero Guin,* former machine operator in district three. . . . To *L. D. Hubbard,*

Best Wishes



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RALEIGH, N. C.

maintenance supervisor at Fayetteville in the death of his sister. . . . To *H. E. Parker*, Sampson County, in the death of his mother.

FELLOW EMPLOYEES are hoping that *Milton C. Grimes*, division office, will have a house warming soon. . . . Wilton recently purchased a new home on Blue Ridge Road in Fayetteville. . . . Maybe we can report a "gala time had by all" next month.

DIVISION FOUR

WILD REPORTS are circulating that Fourth Division inhabitants use rat traps as mail boxes now. . . . Or so the story goes, according to *Commissioner R. E. Earp*. . . . They say that Dr. Earp on a recent jaunt through the division noticed many ten-cent rat traps hanging from tree branches. . . . On closer scrutiny he discovered the traps held letters and papers and surmised they must be mail boxes. . . . That must be why the Fourth Division rural mail carriers are calling for cooperation -

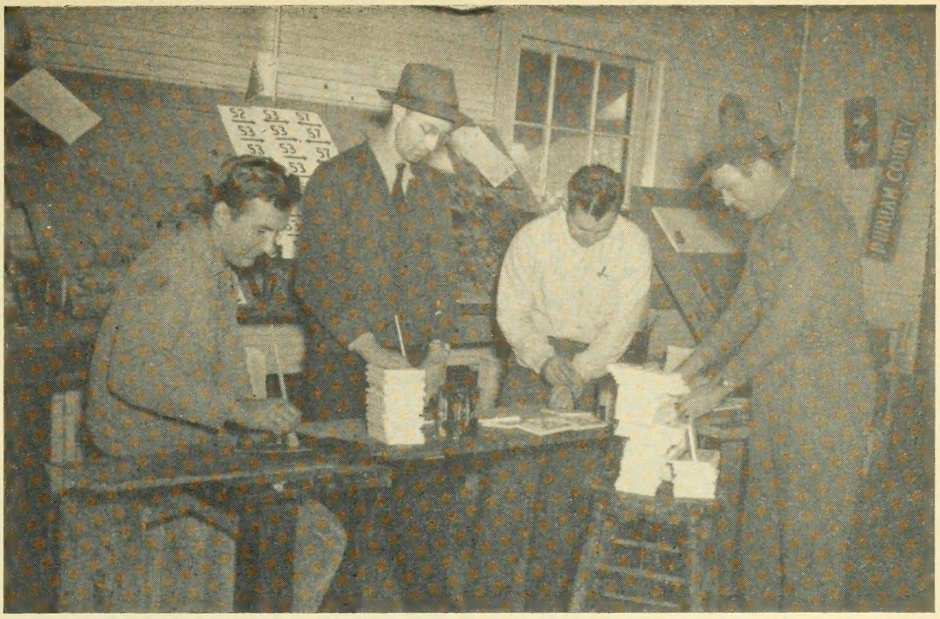
HOPEWELL CROSSROADS came to life recently with the opening of its new hard-surface road. . . . Folks there celebrated the occasion with a barbecue dinner. . . . One of the community ladies said: "We'll even have good attendance on rainy days now at our home demonstration club meetings."

TWO GROUPS have new office quarters. . . . District construction personnel in Raleigh, located near the State Fair Grounds, share a modern and well-lighted office now. . . . *Lloyd Cutting*, as superintendent of construction, should take a bow. . . . *J. J. Cole, Jr.*, resident engineer, recently moved his party to a new office just west of Goldsboro.

THERE'S A REASON why the Fourth Division is short on news announcements this month. . . . Our Division Correspondent *Wade Pridgen* had wedding bells on his mind. . . . He was married to *Gwen Tomlinson* of Black Creek on April 7. . . . *Graham W. Wilkerson*, rodman with the Construction Department, looks back with pleasure to his marriage on March 19 to *Hilda Jean Rose*. . . . *Elton Rudolph Batten*, in the Wilson office, was married February 8 to *Myrtle Gray Dickerson*.

WELCOMES ARE EXTENDED to the new personnel in the division. . . . *J. F. Martin* returns to the Commission after nine years' absence. . . . He states he is home again and will roam no more. . . . *Ernestine Vanhood Leonard* also is a returnee to the Nashville office. . . . *Mrs. Dan Griffin* began work with the Wilson office in April.

IF YOU'VE NOTICED Commissioner Earp beaming more brightly than usual lately, it's because he is a new papa. . . . Young *Mary Willie Earp*, was born on March 7. . . . It's a boy for *Hoyt B. Nichols* and his wife. . . . Master *William Scott Nichols* arrived on March 18.



Greensboro's Sign Shop

WE ARE SORRY to report that *Ernest Lamm*, truck driver in Wilson County, lost his father on April 4.

WE OFFER THIS ITEM for our "Is My Face Red Department;" A member of the State Personnel Department making the classification surveys of all state jobs, met his "Waterloo" in Wilson. . . . He became quite eloquent while explaining the work of the newly-formed Personnel Council which has jurisdiction over the State Personnel Department. . . . He was quite pleased with the explanation job he had done. . . . That is, until he was informed afterwards that one of his listeners was none other than *Assistant Division Engineer Earl Crump* who is a member of the Personnel Council !

DIVISION FIVE

THE FIFTH DIVISION Sign Shop in Greensboro has been extra busy recently. . . . Highway folks over there just finished painting, lettering and stenciling about 11,000 small black and white numbered signs for about 5,000 miles of secondary roads. . . . Thus the Fifth steps out ahead of most other divisions in this work. . . . For a long time residents living in rural areas wondered why the Highway Commission didn't establish some designation for county roads. . . . Now it looks like the Fifth's plan will be pretty generally used all over the state. . . . It's very helpful for rural fire fighting. . . . The division uses the Bridge Maintenance Department's numbering system, placing a "5" in front of each number. . . . In the picture on this page taken at the Sign Shop in Greensboro you see *Thomas Gilbert, C. M. Grice, G. P. Michael*, and *J. A. Tate* busy at work.

MRS. MARGARET LAROQUE HOWELL, senior stenographer-clerk, has returned from the Fourth Division to resume her work in the Greensboro division office. . . . Before her marriage, she worked in the Greensboro district office. . . . The Fifth is glad to welcome her back.

THE FIFTH has a marriage to report. . . . *Sam Winborn Young*, senior supply clerk in the division garage, tied the knot with *Louis Clark* of King's Cross-Roads, Stokesdale, in York, S. C., on April 21. . . . Young is the son of *Bernard A. Young*, deputy sheriff of Rockingham County.

W. J. STAFFORD, father of *M. S. Stafford*, section foreman, died recently at the age of 75. . . . Mr. Stafford operated a general store in the heart of Summerfield and was well known to division personnel.

THE EASTER PARADE came early in Greensboro. . . . On April 4, five days before Easter, division and district office feminine personnel blossomed out in full regalia to welcome the State Highway Commission when it met with the Governor as a guest in Greensboro. . . . Their beauty and efficiency was not unnoticed. . . . After the Commission meeting the Greensboro Chamber of Commerce entertained the guests at a luncheon at Bliss' Restaurant.

L. D. HICKS, assistant materials and tests engineer at Raleigh, conducted a school on soil cement stabilization recently in Greensboro for Fifth, Sixth and Eighth division personnel. . . . He was assisted by *Dock Vaughn* of the Portland Cement Association. . . . The group made a field trip to Surry County.

R. S. THOMAS, Guilford County maintenance supervisor, flew to Cuba during February to inspect roads and attend to other business. . . . That's about as far as any maintenance supervisor has been in search of road information. . . . Thomas reports he's quite satisfied with the Fifth Division roads after seeing Cuba. . . . Incidentally, the trip wasn't sponsored by the SH&PWC.

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THE FIFTH has a resident engineer who doubles in brass as mayor of a town. . . He is *Paul L. Wench* who serves as mayor of Hamilton Lakes.

THEY SAY that *Giles Crutcher*, floating gang foreman of Granville County (also city commissioner of Stovall) is a good road man, but he certainly does believe in his barbecues, brunswick stews and square dances.

THE NEXT TIME you see *Roy H. Beard*, maintenance supervisor of Granville, be sure to ask him if he's worn that nylon underwear his wife brought back from Florida.

ASK J. J. TAYLOR, senior bridge foreman at Durham, to tell you his famous story about "Jerry," the pet fish. . . . It tops all fish tales.

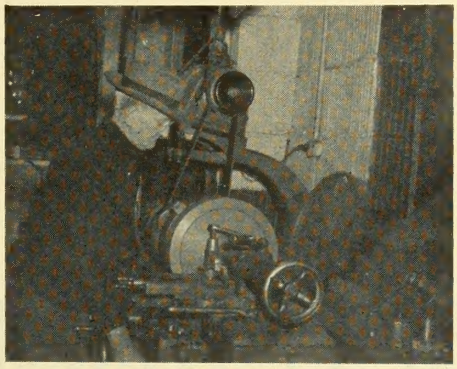
OUR DISTRICT ONE CORRESPONDENT submits the following thumbnail sketches of familiar personalities around his bailiwick. . . . *Kyle Jones*, Person maintenance supervisor, shining his shoes and combing his hair just to go fishing in the City Pond with the boys. . . . *Joseph Oakes*, the Person mowing machine man, training his crackerjack kids' baseball team. . . . *Graham Oakley*, also Person, tending to his honeybees. . . . *R. L. Royster*, working on his water pump and electric fences. . . . *J. H. Poole's* story about falling in the river on Easter Monday. . . . *J. L. Davis*, the Great Lover. . . . *A. B. Wheeler*, the smallest man in the Fifth, tipping the scales at 290 and making that Caterpillar No. 12 do wonderful tricks. . . . *L. L. Lawrence* and *Ben Wheeler*, the champion rock fishers of Durham County, bringing in a dozen fish Easter Monday.

OUT OF THE HOSPITAL and back on the job in Durham County is *E. A. Sloan*, district mechanic; glad to have you back, Mr. Sloan.

MR. AND MRS. GEORGE BRAZEL WILSON have announced the marriage of their daughter, *Lucy*, to *William L. Madden* on April 30. . . . Mr. Madden is with construction around Graham.

MISS DRUCILLA BRAXTON of the Graham office was a featured soloist in the Minstrels presented at Graham, Saxapahaw and Nathaniel Greene schools. . . . She looked mighty neat in the chorus line.

MR. AND MRS. DON HUFFMAN are parents of a new baby boy.



PETTY

W. E. PETTY, SR., master mechanic in the Fifth's machine shop at Greensboro, celebrated two outstanding occasions in his life recently. . . . One was the observance of his 75th birthday back in February—and he's still going strong for his age with 19 years of Highway service behind him.

PETTY also heard wedding bells ring again on New Year's Eve when he was married to the former *Ola Whitehead* of Georgia. . . . He has five children by a previous marriage.

PETTY has been a Highway Commission employee since July of 1931. . . . He worked in Graham for three years after which he was transferred to Greensboro where he has remained ever since.

BESIDES his mechanical work with the Commission, as shown in the accompanying photograph, Petty finds time to enjoy home life with his new wife. . . . He also likes gardening. . . . He grows blackberries and all types of vegetables.

DIVISION SIX

DIVISION SIX has three new resident engineers, all of whom worked up through the ranks. . . . Congratulations are in order for *Donald Rentz* at Lexington, *Claude McBryde* at Sanford and *John H. Burruss* at Asheboro.

QUITE A FEW transfers have been made in the Sixth. . . . *E. T. Brame*, Sanford district engineer, moved his personnel to a new building on Wicker Street in Sanford. . . . *Luther H. Berrier, Jr.*, is now in charge of the Asheboro and Lumberton laboratories. . . . Luther came from the Raleigh laboratory. . . . *Francis E. McLeod* was transferred to the Sign Shop in Sanford. . . . *Hubert Sewell* from Asheboro is his replacement. . . . In turn, *E. E. Hough* replaces Sewell. . . . *Grove Hart*, senior highway inspector, resigned in April to go with Ben Propst Construction Company of Concord.

THE HIGHWAY COMMISSION lost two valuable employees through the deaths of *S. F. Key*, senior prison guard in Asheboro, on March 22 and *John D. Currie*, formerly section foreman at Aberdeen on April 14.

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COLUMBUS, GEORGIA

COMMISSIONER COBLE had his hands full recently when he interviewed over 300 people requesting road improvements. . . . Another busy man is *W. M. (Bill) Dye* of Asheboro who has had his share of troubles getting the big rock crushers in Davidson and Randolph counties producing crushed stone.

DIVISION SEVEN

THERE'S an "Old Timers Club" down in district two of the Seventh Division. . . . Seven employees claim the distinction of having been employed as section or gang foreman with the Highway Commission since prior to 1931. . . . They are *E. L. Setzer* of New London (and 1949 McCrary Award winner), *R. B. Smith* of Salisbury, *B. P. Mullis* of Concord, *E. B. McAnulty* of Albemarle, *J. R. Basinger*, of China Grove, *J. C. Huneycutt* of Norwood, and *L. A. Cooke* of Salisbury. . . . Bet there's a lot of recollecting going on when these men gather together.

DISTRICT TWO employees had a busy time this spring hunting and fishing. . . . that is hunting for topsoil and fishing for sand.

J. N. BOST, JR., who measures five feet even, claims the title of smallest man in maintenance. . . . . Can any one beat that?

AND WHILE we are giving out titles. . . . *Bob Rollins*, equipment clerk at Salisbury, says he wants to qualify for the district's best fisherman. . . . Bob has some special fish-weighing scales, but we question their accuracy. He weighed his newly-born son on these same scales and found his son weighed 27 pounds at birth!

F. O. (JACK) BLACK, steward at the Anson Prison Camp, showed up for work recently with circles under his eyes. . . . The explanation: Overnight he had become the father of a seven-pound boy.

ON THE RETIRED LIST: *J. F. Harrington* has retired after many years of faithful service. . . . *L. M. Agner*, Salisbury gang foreman, returned after 20 years' employment with Rowan County and the Highway Commission. . . . *Clyde C. Poole*, Salisbury gang foreman, also retired from active service on March 1.

PROMOTIONS this month include *Leroy Troutman* of Rowan County who was promoted from truck driver to gang foreman.

ROWAN COUNTY was the scene for an employee barbecue on March 31. . . . *R. L. Brown*, maintenance supervisor from Charlotte, was guest speaker.

SEVENTH DIVISION employees were saddened to learn of the death of *Mrs. J. K. Tyson*, mother of *W. J. Tyson* and *G. K. Tyson*, both maintenance employees of long standing. . . . Mrs. Tyson was the mother of 11 children, 41 living grandchildren, 31 great-grandchildren and six great, great grandchildren.



STARNES

HIGHWAY FOLKS down around the Seventh always like to see their old pal, *Green R. Starnes*, come sauntering in their office—fit as a fiddle at the age of 85.

GREEN knows as much about roads in North Carolina—from the very beginning—as any man now working with the Commission. . . . His memory runs back as far as 1889 when his home county, Mecklenburg, was building some of the finest roads in the state. . . . Green was building roads then. . . . In his long career he has been a blacksmith, bridge builder, crusher erector and camp builder.

AND HIS OLD associates still have many fine things to say about the work he did. . . . When a crusher plant set up by Starnes about 25 years ago was dismantled recently, one of the highway mechanics complimented him on the quality of the work. . . . "If I could rebuild this

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plant as well as Mr. Starnes first built it, I wouldn't have any worries," he said.

AND HIGHWAY BUILDER STARNES has an excellent work and safety record. . . . He reports only one minor injury in more than half century of work. . . . Once he dropped a plow point on his foot. . . . Even then he lost only a few days' work.

STARNES has nine children, 15 grandchildren and four great-grandchildren. . . . He lives on a 35-acre farm and likes to talk about the turn of the century when he and a friend barbecued 107 pounds of 'possum—enough to feed all of Charlotte's law enforcement officers.

STARNES is retired now, but he still keeps up with the progress of the new road program and his friends like to have him come in and talk about the old days.

DIVISION EIGHT

IT'S ELECTION TIME again and two Eighth Division highway employees have thrown their hats in the political ring. . . . *J. Turner Blackwood*, district mechanic, has been drafted to run for mayor in the town of Jonesville and *D. S. (Dal) Ingram*, gang foreman, is running for commissioner in the same town. . . . (By the time this is published, you'll know whether they won).

A SPELL of rheumatism hasn't caused *Burt Thompson*, right-of-way engineer, to call off his trout fishing plans. . . . He is confident that wading in those good old mountain streams and casting for the elusive variety will cure him. . . . He says it has before. . . . And if you can't find *Commissioner Goforth* and *A. G. (Pete)* Justus, that's where they'll be too.

THERE ARE A LOT OF proud papas and mamas up Eighth way. . . . *Resident Engineer and Mrs. Paul J. Dupree* announced the birth of a son, *John Paul DuPree*, on November 11. . . . *Inspector and Mrs. J. R. Clements* of Mt. Airy became the parents of a son on January 21. . . . *Junior Inspector and Mrs. R. V. Hayes* added a daughter, *Jimmie Karen*, to their family on January 21. . . . *C. G. White*, loader operator in Surry County, passed out cigars in April after the birth of his daughter. . . . Fellow employee *Julius Miller* was heard to remark that if the baby was as strong as the cigars, she would be walking in two months !



"SISTER" AND BUCKY

EVERYBODY likes pictures of cute kids and NORTH CAROLINA ROADWAYS can't resist running a few every now and then. . . . The two youngsters in the accompanying photograph are *"Sister" and Bucky*, children of *Mr. and Mrs. Buck Hayworth* of Lenoir. . . . He's third district engineer in the Eighth Division.

DECEMBER 31 was the wedding day for *W. B. Pugh*, road oil supervisor. . . . He married the former *Luray Leonard* of Tabor City.

HERE'S TO THE CONTINUED IMPROVEMENT of a number of Eighth Division employees who have been on the sick list. . . . *E. Ford King, Sr.*, retired maintenance supervisor, is now able to get about some with the aid of braces and crutches. . . . *E. E. Privette*, truck driver in Wilkes County, is recovering from an appendectomy. . . . *J. H. Hauser*, section foreman in Yadkin County, narrowly escaped serious injury when his clothes caught on a belt loader. . . . The quick thinking of *T. H. Vestal* saved Mr. Hauser. . . . *Charles Christian*, construction foreman in Stokes County, was seriously injured in an automobile accident.

AMONG THE NEWCOMERS ARE: *A. B. O'Mohundro*, who is new senior resident engineer in charge of the Elkin territory. . . . *Paul M. West*, who is new junior right-of-way engineer in the division office at North Wilkesboro. . . . *Oscar U. Brown*, who has been assigned to the Winston-Salem construction office. . . . *C. O. Benfield* who succeeded *J. M. Horn* as prison supervisor.

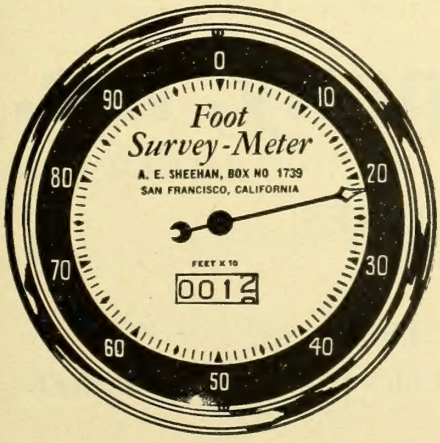
TRANSFERS which have taken place include: *Charles G. Ashby*, who has been transferred from Elkin as district engineer to the division office as office engineer. . . . *J. F. Bivins* replaces Ashby. . . . *Edsel McLean*, inspector, who has been transferred to the engineering staff in Winston-Salem.

DAVIE COUNTY road boys staged a barbecue recently at the home of *Pete Murphey*. . . . *Burt Seats* was in his usual good form and after wading through four trays, fished out a dollar and purchased enough to tide him over while waiting for supper.

DIVISION NINE

ALEXANDER COUNTY employees and guests, numbering 50, recently enjoyed a fish fry with all the trimmings at the Bebber cabin on Oxford Lake. . . . These

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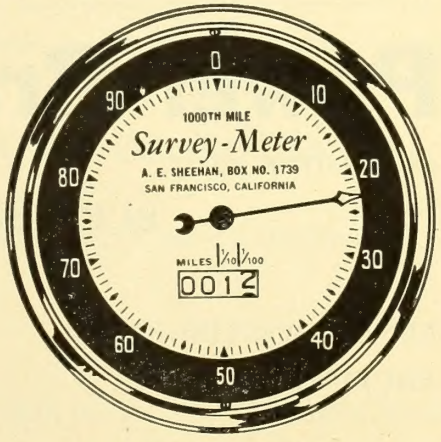
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employees have a worth-while system set up for handling such fellowship meetings. . . . They contribute a small sum each month. . . . Part of the money goes for contributions to various worthy causes, or buying flowers or gifts for the sick or or lending a helping hand to any of their disabled associates—as well as for the periodic outings. . . . We think that's an excellent idea. . . . Other groups might want to adopt it.

LAWRENCE E. CLINE, veteran section foreman in Catawba County, is recovering from an illness which has kept him off the job since October. . . . Cline has been with the SH&PWC for 30 years. . . . He says it's nice to have enough accumulated sick leave to enable him to draw his salary every month since he was stricken.

EARLY THIS YEAR *Frank Morrison*, another veteran section foreman, enjoyed two weeks vacation in St. Petersburg, Florida. . . . He reports that location is heaven for rabbit hunters. . . . One hunter he observed came back with a bag of 50. . . . In Frank's opinion people are too busy fishing in that section to bother about prer rabbit.

H. M. SPEECE of Union Grove took up his old job as truck driver in Iredell County in February after a stretch with the U. S. Army. . . . The following month he married *Dorothy Mae Brown*, also of Union Grove.

MR. AND MRS. BILL WAKEFIELD of Morganton became the parents of a seven-pound daughter, *Marjorie Ann*, on April 4. . . . To celebrate the occasion Bill set up the boys with a box of cigars.

MRS. RALPH DUCKWORTH, wife of one of our gang foremen at Morganton, underwent an operation in Valdese in late March. . . . She is improving nicely.

McDOWELL COUNTY was the first county in the Ninth's third district to have a hard-surfacing project finished under the bond program. *E. F. Cannon*, construction foreman, is doing a fine job.

MR. AND MRS. THOMAS SLUDER of Marion are the parents of an eight-pound daughter, born March 20, at Marion General Hospital.

L. C. DUNCAN, C. J. BECK and their families spent Easter week-end in Winston-Salem, attending the 178th Moravian Sunrise Service.

THE MOST INTERESTING news from the Rutherfordton office is the marriage of *Resident Engineer H. D. Smith* and *Louise Cox* of Spindale. . . . Mr. Smith has been seen trying to walk through doors before opening them recently, but nobody realized it was the Love Bug.

EVER HEARD of the Chattahoochee Cover Club? . . . No, we hadn't either until *Mrs. Jean Cline*, our Ninth Division correspondent of Shelby, sent us word about it along with the cleverly-drawn old mountaineer you see on this page.



P. L. CANTRELL, resident engineer at Statesville, did the drawing on the left-hand side of an envelope addressed to Mrs. Cline. . . . That's where the Chattahoochee Cover Club comes in. . . . Members of the club execute similar drawings on every letter they send other club members. . . . Another by-law of the club says

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they also must use commemorative stamps, preferably those with blending color schemes.

MR. CANTRELL has been a member of the club since 1937. . . . During that time he has received over 1,200 covers from other members—and he's mailed out about the same number. . . . His cover collection includes drawings from members in various parts of the United States as well as South Australia, Denmark, Germany, British West Indies, Philippine Islands, New Zealand, Canada and England.

COVERS DRAWN and received by Mr. Cantrell have been exhibited in art classes in the public schools of Statesville in book and stationary stores and at the 1949 hobby show in Statesville.

MAYBE we can get him to do some cartoons for NORTH CAROLINA ROADWAYS.

BROADUS PHILLIPS, rodman, has established a wood-working shop at his home and has been making screen windows.

JACK JOLLEY, highway inspector, is developing a small cattle farm at his 30-acre place near Mill Springs. . . . He likes white-face Herefords.

THE NINTH has been saddened by three deaths this spring. . . . *M. L. Dedmon*, Lincoln County supervisor, died in March following a heart attack. . . . He had served with the Highway Commission for about 29 years. . . . *G. E. Weathers*, 36-year-old flagman of Boiling Springs, died April 14 when he fell under the wheels of a moving truck. . . . *Steward L. Daye*, with the Cleveland County Road Oil Department, died on March 19.

BOB CARLTON, PHIL RUCKER AND ALLEN GRAY collect extra dough on Monday nights by drilling for Uncle Sam as members of the National Guard.

GENE CROWDER, inspector, heads one of the best string bands in this area. . . . His group really makes music for square dances.

JIM OSBORNE, levelman, left the SH&PWC for the Air Force on April 14.

THE NINTH has several other "new arrivals" to report in its family of employees. . . . *J. C. Curtis*, inspector, became the father of a nine-pound boy on April 3. . . . *Dannie Gray Tomlin*, a fine baby boy, was born to *Mr. and Mrs. W. H. Tomlin* on April 9. . . . *Mr. and Mrs. Claude Ray Philbeck* are the parents of a new daughter, *Siverie Jane*, born on March 10.

OUR DISTRICT ONE CORRESPONDENT sends this in as the feature story of the month. . . . One of the highway boys up that way is thinking of reverting to mule power and giving up automobiles. . . . The other day he was sent to Zion Church on a mission of great importance. . . . After a long absence he telephoned the office that he had a flat tire and needed some assistance. . . . Our friend was pretty hot under the collar by the time he reached that 'phone. . . . He had walked several miles looking for a telephone without success, couldn't find an automobile to borrow, did borrow a bicycle, but the bicycle had a flat soon after he started riding it. . . . Finally he flagged down a motor grader, placed the bicycle on it and managed to reach a telephone. . . . But that wasn't all his trouble. . . . He told the office he was at Zion Church, but he neglected to say *which* Zion Church. . . . There are several Zion churches in Gaston County, two in Lincoln County and three in Cleveland County. . . . By the time they located our highway builder, he was all done in—and all because of one little flat tire.

WE EXTEND wishes for a quick recovery to the following employees in the Ninth (many of whom probably already have returned to the job). . . . *George Thornburg, E. R. McGimpsey, S. B. Brinkley, Buford Wellmon, W. A. McNeill, E. L. Kemper, Mrs. John Falls, Jr.*, and *Mrs. Ralph Boyles.*

DIVISION TEN

BRIDGE EMPLOYEES in Buncombe and Madison counties are due a real pat on the back. . . . *Bridge Foreman Paul Clay*, reports none of his 20 employees has had an accident this year.

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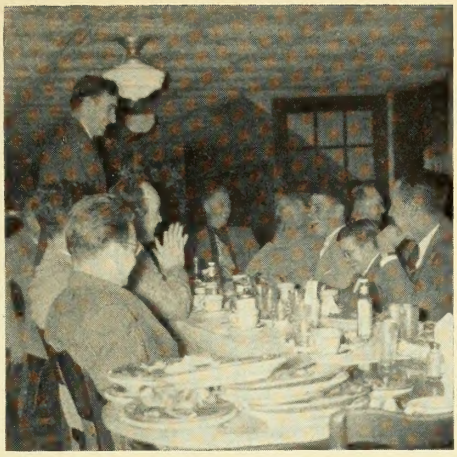
NORTH CAROLINA DIVISION

ESSO STANDARD OIL COMPANY

SCOUT HONORS came to the Bryson ity troop headed by *R. L. Porter*, senior eneral clerk of the third district. . . . is boys recently were awarded the adancement and attendance plaque of the moky Mountain District of the Boy couts of America at the last Court of onor held in Cullowhee.

WE ARE ALWAYS GLAD TO report ews of children of our employees. . . . *largaret Setzer*, youngest daughter of oe F. *Setzer*, maintenance supervisor in istrict three, made the Dean's List for ie first semester at the University of eorgia. . . . She was a freshman and veraged an "A" during the semester. . . . *obert L. Curtis*, son of *District Engineer . L. Curtis*, spent the spring holidays ith his parents in Weaverville. . . . oung Curtis is following in the footsteps f his father by studying to be a civil ngineer at Erskine College in Due West, . C.

TENTH DIVISION EMPLOYEES said ood-bye to their Division Engineer, *Z. V. tewart*, in May when he returned to be ivision engineer in North Wilkesboro or the Eighth Division. . . . He had been ssociated with the Highway Commission ince 1921. . . . *Former Assistant Division ngineer W. M. Corkill* replaced Stewart. . . We wanted to run a picture of Mr. orkill but it was not available at press ime. . . . *J. T. Knight* became the Tenth's ssistant division engineer.



UNIT TEN MEETS

SOME of the members of the construction chapter of unit 10 of the Highway Employees' Association got caught laughing at a joke recently. . . . The accompanying picture indicates it must have been good. . . . The Tenth Division group met at Tingle's Cafe in Asheville for its quarterly meeting.

RESIDENT ENGINEER C. V. VERNER was host for the event which featured a steak supper and a round-table discussion led by *C. W. Lee* on "Highway Construction." Lee emphasized the importance of sound engineering principles in the current expanded roadbuilding program.

BURNSVILLE EMPLOYEES look forward to having a new district office in the not too distant future. . . . Members of the local citizen's committee recently purchased a lot across the street from the Burnsville Methodist Church and donated it to the State Highway Commission.

THE WIFE of a retired Highway employee passed away on March 24. . . . She was *Mrs. John Welch*, wife of a former Swain County foreman before his retirement in 1942.

GOOD NEWS is to the effect that *Jim McCall* of Franklin has returned to work after a several weeks' illness and *Jesse Robertson* of Murphy returned to work on April 4 after being ill since last September.

RALEIGH HEADQUARTERS

CHIEF SOILS ENGINEER L. D. Hicks is co-author of a Highway Research Board bulletin published several months ago. . . . Entitled "The Use of Agricultural Soil Maps," the bulletin explains how these soil maps can be used in conducting soil surveys for engineering purposes. . . . *Professor Goeffrey B. Bodman* of the University of California was co-writer with Mr. Hicks.

THE HEAD of our Legal Department has recently received a civic honor. . . . *R. Brookes Peters* was elected vice president of the Raleigh Rotary Club.

MR. A. J. WHITE

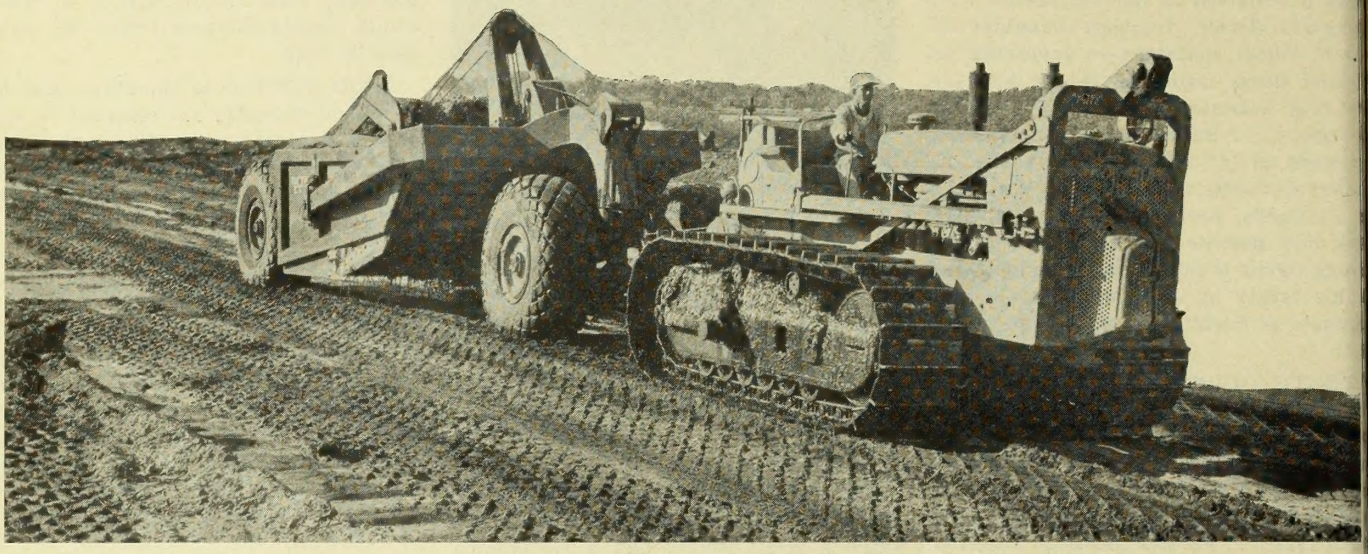
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TWO ROADWAY DEPARTMENT members resigned in April to enroll in the Forest Technical Institute of Chicago, Ill., to study radio and television. . . . The field is a new one for both *Robert H. Bridges* and *Daniel S. Burroughs*, who were draftsmen with the Commission.

MISTRESS MARTHE ANN STEARNS, born on February 11, claims the distinction of having two members of her family working for the Highway Commission. . Her father is *Raymond L. Stearns* in the Roadway Department and her grandther is *Cecil Stearns*, auditor in the ccounting Department.

D. S. (SANDY) ALLEN, senior designer r the Road Department, says he is anging his life-long support of the ake Forest Demon Deacons to the State ollege Wolfpack. . . . His reason: the otor Vehicle Department's decision to ange the colors of the 1951 license ates from Old Gold and Black to Red d White.

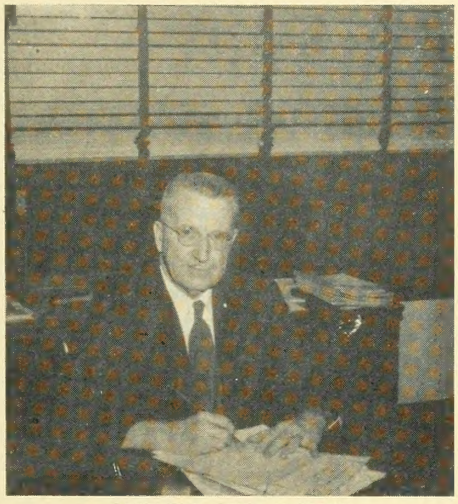
THE NEW FACE in the Purchasing epartment is that of *Mrs. Leona R. Sidury* who is from Wallace and replacing *is Dickinson*, resigned to devote fullme to homemaking. . . . Mrs. Sidbury is ife of *F. M. (Sid) Sidbury*, bridge uilder for Wake County.

TOM HARGROVE of the Roadway Deartment was a blood donor in April for fellow church member, *Mrs. Myrtle dams.*

REPRESENTATIVES from the First, econd and Fourth divisions have made ie Raleigh office their home for several eeks at a time while receiving instruction on the preparation of final estimates ubmitted to the Roadway Department. . . Representatives from the three divions were *M. R. Conner, C. G. Smith* nd *J. W. Ferguson.*

SYMPATHY is extended to *T. B. Gunr, Jr.*, state bridge engineer, in the death of his mother in April and to *Sam Smith*, auditor, in the death of a grandchild on April 17.





AUSTIN AND DAVIS

RESIGNATION of *S. C. (Bob) Austin* as state equipment engineer has returned to that position *B. W. Davis*, state maintenance engineer, who is no stranger. . . . Davis organized the Equipment Department in 1931 when the state took over the county road systems. . . . He served at that post until 1941 when he became state maintenance engineer. . . . Davis' work record with the Commission dates back to 1920 when he was resident engineer in Rocky Mount.

AUSTIN HAD BEEN with the Commission for 29 years. . . . His new job is assistant executive secretary of the Carolina's branch of the Associated General Contractors of America.

THE BITUMINOUS DEPARTMENT reports that paving work got under way in April with real vigor all over the state. . . . As this issue went to press, there were 15 to 18 asphalt plants in operation. . . . They average about 600 tons a day for each plant. . . . And 600 tons of plant mix, one inch thick on an 18-foot road, will cover 1.13 miles of road. . . . Our surface treatment crews can finish one and one-half miles of such surfacing every work day. . . . That's going some !

TWO STATE HIGHWAY employees in the Raleigh office still set the record for continuous years of work for the Commission. . . . They are *Ina Ferrell*, who combines with her 31 years of service the distinction of serving continuous as secretary of the Commission for almost three decades, and *H. K. (Slim) Witherspoon*, popular compensation officer, who celebrated his 31st anniversary of service with the Commission on May 19. . . . Slim tells us that "Miss Ina" has him beat by several months. . . . He came to the Commission as chief draftsman, then moved along as project engineer, publications and statistics officer and then assistant to the chairman (*R. A. Doughton* in those days). . . . Incidentally, Slim is 58 years old, something his friends find hard to believe.

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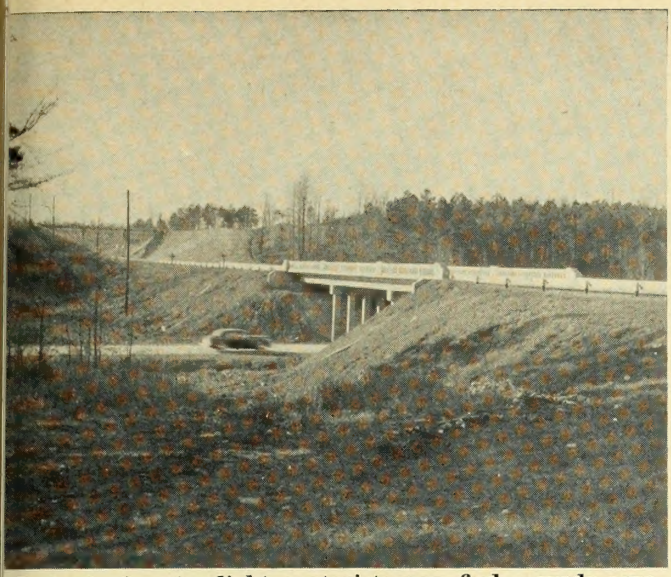
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Instead of a stop-light, motorists now find a grade separation where US 64 and US 421 meet on the beautiful new Siler City by-pass in Chatham County. That's 421 below and 64 above.

This major relocation project typifies the long-range planning being done by state highway engineers on main arteries of traffic. Old US 64 ran through the heart of Siler City, and at first it seemed practical to retain the improved highway at its old location. Excessive right-of-way costs and the fact that the old highway would be very near the new high school led engineers to seek a location north of the town.

With the completion of the Siler City project on October 1, 1949, all sections of US 64 between Asheboro and the Wake County line have been reconstructed on modern alignment and grade. Grading has already been finished on similar by-passes around Pittsboro and Asheboro. Plans are pending for a newly-located segment of US 64 between Asheboro and Lexington, further modernizing one of North Carolina's principal east-west thoroughfares.

The Siler City by-pass comprises almost six miles of 22-foot concrete pavement with wide earth shoulders. The entire project cost in excess of $600,000 and took about two years to build, beginning in the late summer of 1947 with grading and structure work. Grading was done by Suber and Company, Inc., Whitmire, S. C., structures by W. F. Brinkley of Granite Quarry and pavement by the Rea Construction Company of Charlotte.

Engineers in charge for the State Highway Commission were T. G. Poindexter, Sixth Division Engineer; A. J. Hughes, Assistant Division Engineer; and W. T. Smith, Resident Engineer.

It's a handsome highway project altogether—as you'll observe if you pass that way.

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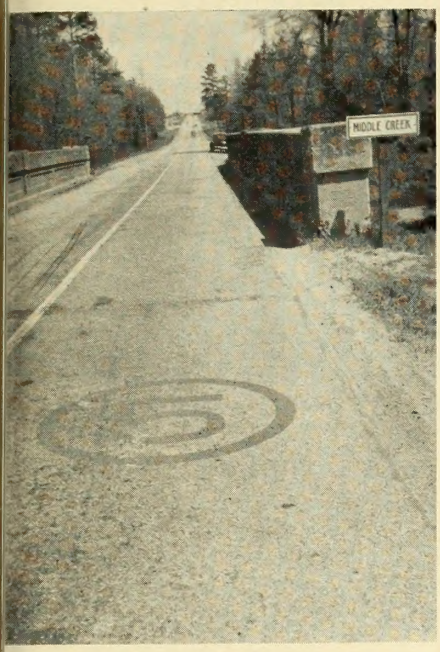
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Death Struck Five Times Here



One car passing another . . . an approaching vehicle swerving off the highway to avoid head-on collision . . . and five lives snuffed out in Wake County's Middle Creek on Highway 15-A. All this happened in a few seconds early in the morning on April 9 six miles north of Fuquay Springs.

That's the Highway Safety Division's mark of death on the highway in the foreground.

Are you driving safely these days?

NCR Correspondents

Space doesn't permit listing all the 60-odd correspondents for North Carolina Roadways in the "masthead" found on the title page. So that we can give our many correspondents due credit for the work they do in bringing this magazine to you and so that you may know whom to contact when you have news items for the magazine, the entire list is printed below. We plan to list our entire roster of correspondents for you periodically.

Division One correspondent, Shirley Jones in Ahoskie assisted by Dorothy Gard in District One, Elizabeth City; W. W. Wheeler, District Two, Conway; and W. G. Overton, District Three, Weldon.

Division Two correspondent, J. L. Phillips in Greenville assisted by J. J. Gilber, District One, Washington; R. A. Pollock, District Two, New Bern; Heber Gray, District Three, Kinston; and C. W. Snell, Jr., Greenville; P. E. Mallison, Greenville; I. F. Hardeman, Greenville; J. L. McDonald, Greenville; H. H. Wesley, Washington; R. D. Franks, Kinston; J. B. Jennette, Jr., New Bern; and John Warren, Rocky Mount, assisting in other areas of the division.

Division Three correspondent, Sam N. Wilson in Fayetteville assisted by B. Britton in District One, Burgaw; E. L. Green, District Two, Whiteville; and B. Whiteside, District Three, Clinton.

Division Four correspondent, Wade H. Pridgen in Wilson assisted by Ernestine V. Leonard, District One, Nashville; Mary Edmundson, District Two, Smithfield; Helena Morgan, District Three, Raleigh.

Division Five correspondent, J. W. Jenkins in Greensboro assisted by Kirk Duncan, District One, Durham; J. B. Taylor, District Two, Graham; and W. W. White, District Three, Greensboro.

Division Six correspondent, Edward C. Darden in Asheboro assisted by Mae C. Townsend, District One, Lumberton; Sallie Frances Weaver, District Two, Sanford; and Floy Burkhead, District Three, Asheboro, and Ruth S. Sheptock, Sara Helen Covington, Henrietta Thomas, all in Asheboro, assisting in other areas.

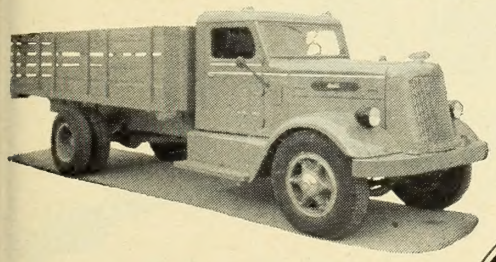
Division Seven correspondent, Charles R. Smith in Albemarle assisted by W. M. Crowder, District One, Wadesboro; L. A. Cooke, District Two, Salisbury; and R. L. Brown, District Three, Charlotte.

Division Eight correspondent, James H. Councill in North Wilkesboro assisted by R. B. Fitzgerald, District One, Winston-Salem; J. F. Bivens, District Two, Elkin; and C. A. Hayworth, District Three, Lenoir.

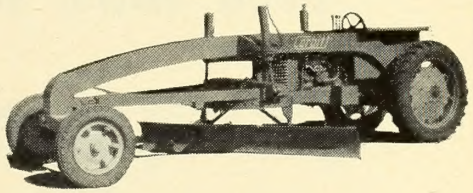
Division Nine correspondent, Jean Cline in Shelby assisted by Marion Davis, District One, Shelby; Lois Knox, District Two, Statesville; and Melba Simpson, District Three, Marion.

District Ten correspondent, Harold Lawhon in Asheville assisted by B. S. Connelly, District One in Asheville; H. D. Aiken, District Two, Burnsville; and Bob Porter, District Three, Bryson City.

Covering the various departments at the headquarters offices in Raleigh are Nancy Howell, Florine Boone, W. E. Hawkins, James Burch, Virginia Lyon, R. G. King, J. V. Clifton, B. H. Conner, Edythe Crocker, W. H. Webb, Jr., A. D. Morgan, A. W. Meares, E. D. Gill, Irma Callahan.



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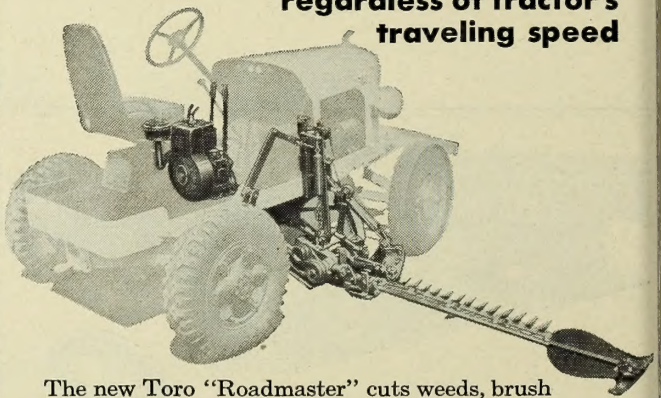
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FIFTH DIVISION STUDIES EQUIPMENT—





Equipment and its care and use has been the subject of discussions throughout all divisions of the Highway Commission recently.

Typical of these meetings was a recent day-long gathering held for Fifth Division employees.

In the picture to the left Fifth Division Commissioner James A. Barnwell, seated in the foreground, talks at his office in Burlington with a group of the division's district engineers, maintenance supervisors, division and district mechanics and construction superintendents. Bob Edwards, assistant equipment engineer for the state, was special guest for the discussion. The highway officials also discussed plans for the 1950 paving season.

Simultaneously over in Graham, in the right-hand picture, equipment operators went back to school again for instruction via movies and equipment demonstrations. Representatives of the International Harvester Company served as professors.

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This beautiful and spacious colonial home of the late Mr. and Mrs. John S. Efird has been converted to house Seventh Division Highway headquarters in Albemarle. Former offices, located in the Hill Building since 1936, were inadequate to meet present-day staff needs.

Residents of the division attended an open house this spring to view the new quarters. Incidentally, Governor Scott had only one complaint to make about the new establishment on a recent visit. The Governor couldn't find a spittoon !

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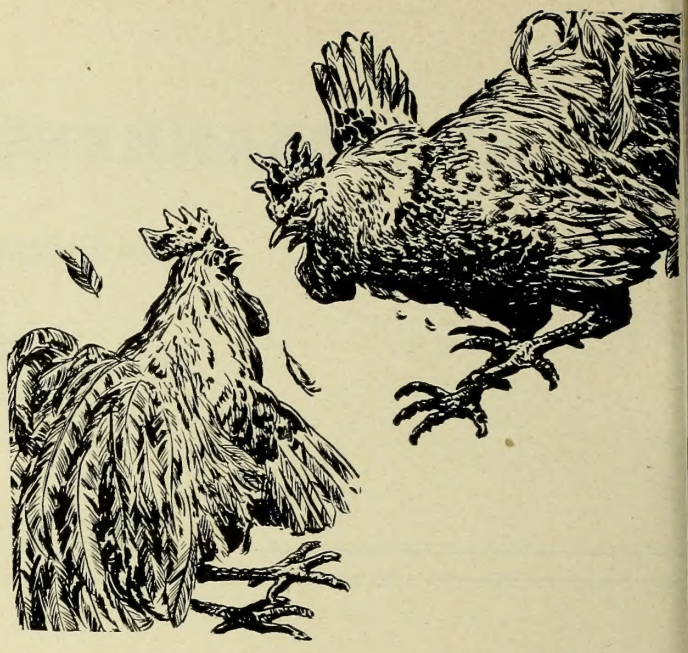
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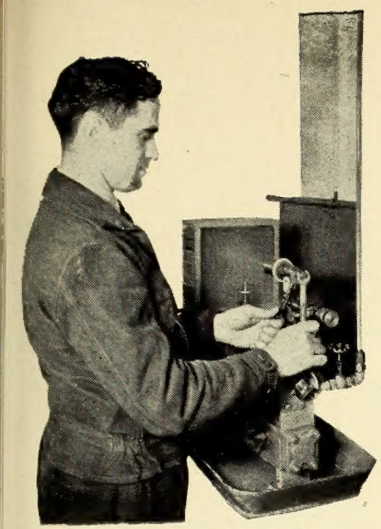
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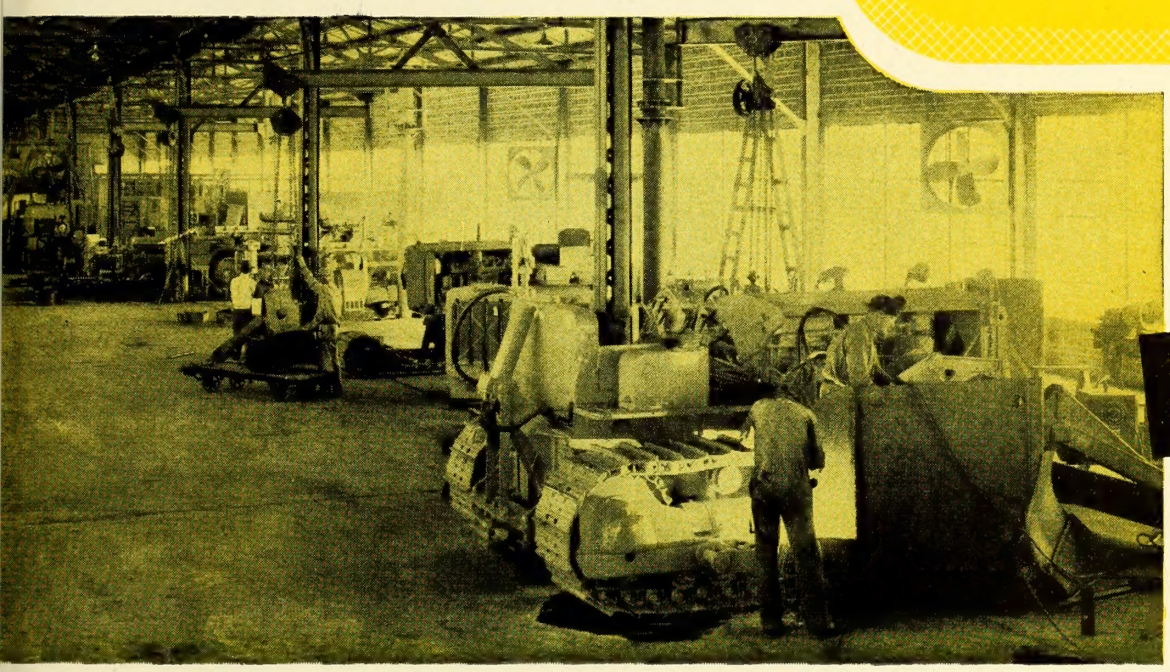


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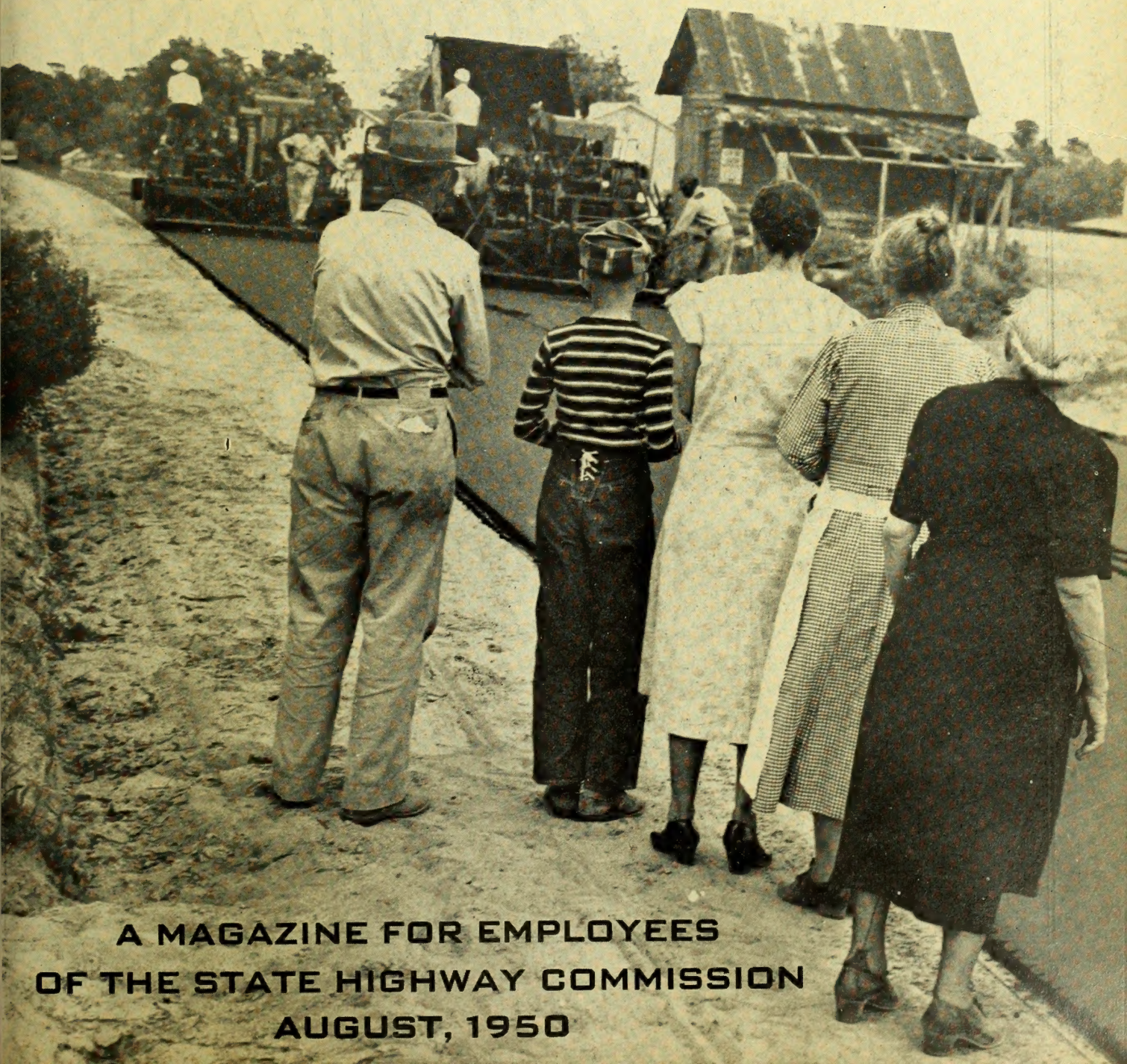


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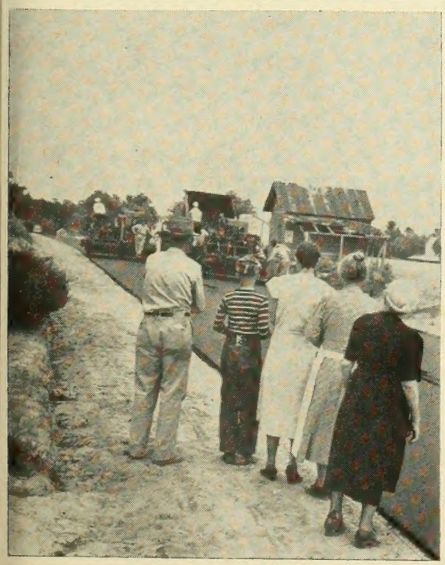
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Thank You!

The editorial staff appreciates your kind remarks about the first issue of NORTH CAROLINA ROADWAYS. . . . Miss Ina Ferrell notes that we made at least two errors in our story on Frank Page which we hasten to correct. . . . Two members of the celebrated Frank Page Highway Commission were J. Elwood Cox and J. L. McNair rather than J. L. Woodcock and John F. McNair as printed. . . . The article using Uncle Bim Sawyer's drawing was crowded out of the first issue, but you'll see it soon.

OUR COVER

We searched two months for a secondary road picture that would sum up the meaning of the $200,000,000 bond issue program for the average North Carolina family. Our August cover photograph, snapped by Charles Snow, does just that. Two asphalt pavers of the Brown Paving Company have just rolled their magic carpet past the home of Mr. and Mrs. D. C. Allen of Rt. 3, Four Oaks, in Johnston County. The whole family—and two neighbors—came out to the roadside to watch. For Mr. and Mrs. Allen, Wade Allen, Mrs. R. D. Johnson and Mrs. P. P. Allen it was a significant day—the day they secured their freedom from mud and dust.

The Highway Commission Is You

THE OTHER day your boss, State Highway Engineer W. H. Rogers, Jr., was discussing the chief value he observed in the recently-concluded series of state-wide highway personnel meetings.

"If these meetings helped our people realize that they represent the Highway Commission everywhere they go—on and off the job—then I think our meetings were successful," he said.

Engineer Rogers was right.

The public judges the Highway Commission by the small individual contacts it has with us. People see news in the papers about the $200,000,000 bond issue or the start of a new million-dollar bridge, but they rate our organization on the basis of smaller, more personal things.

They remember whether or not the man driving the road scraper tore down their mail box and left it crushed by the roadside.

A school bus driver measures the Highway Commission by the depth of the mud holes on his route.

The tourist makes a mental note about us when he finds highway "CONSTRUCTION—DRIVE SLOW" signs still sprinkled over the highway when the construction work was finished the week before.

The property owner, square in the path of a new road, remembers the Highway Commission as a right-of-way representative who heard his side of the story with patience and understanding.

Many of you in the Fifth Division remember the letter your Commissioner James A. Barnwell received from a citizen commenting on the courtesy of several highway employees at a roadblock. "I have never been treated any nicer or with any more courtesy than these men gave me," he wrote. "I just thought you would like to know this, as so much of the time these highway workmen hear nothing but criticism."

NORTH CAROLINA ROADWAYS wants to hear about similar experiences. We feel that the way you conduct yourself in your contacts with the public will determine the success or failure of your mission.

Never forget in all of your activities that, so far as the public is concerned, the HIGHWAY COMMISSION IS YOU !

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A Message From the Chairman » » »



IN THESE chats with you I want to take time to discuss some phases of Highway Commission work which reach the desk of the chairman and which involve policy making decisions. Some of these decisions determine to a great extent what kind of work you will be doing in the months ahead.

For instance, the passage of the $200,000,000 bond issue for secondary roads last spring represented an important milestone in the development of North Carolina's road system during the second half of the 20th Century. Prior to that time you, as highway employees, and the general public had been hearing a lot about the need for extending good roads beyond their present boundaries. Many mud and dust ridden citizens felt that the Highway Commission should do something about the responsibility it assumed in 1931 when the Legislature directed it to supervise and maintain the road systems of all the 100 counties.

This growing sentiment from the rural areas could not be overlooked much longer. Following World War II the Commission began to allocate larger shares of its income to the county road system. It was obvious that even with this farm-to-market road program Highway Fund income was insufficient to do that job well and at the same time keep up with the pressing needs of the primary road system.

The $200,000,000 bond issue program represented the only logical answer to the problem. The response of the people to the special referendum revealed their genuine interest.

The availability of the $200,000,000 for secondary roads creates new policy problems for the Highway Commission. With this sum grinding out black-top roads across the length and breadth of North Carolina, the Commission must begin to turn its attention to rebuilding the primary road system. Nobody denies that this constitutes one of the major jobs of the Commission during the next decade. Our Statistics and Planning Department has just reported that traffic on North Carolina's highways was greater during June than during ANY PREVIOUS MONTH IN HISTORY. The Motor Vehicles Commission is issuing more automobile licenses than ever before and the end is not in sight. Take a trip on any of our highways this summer and you will understand why many of our roads are becoming obsolete. The traffic on them is far heavier than they were designed to carry.

Your Highway Commission already has begun to face these problems. Last June after the bond issue carried, the Commission transferred some $4,000,000 from its regular secondary road fund to the primary fund. This was the maximum allowed under the law. Last month your Commission approved the same transfer for the 1950-51 biennium.

But these moves merely scratch the surface of the real problem. Action began last January which, your Commission hopes, will lead to substantial progress in this field. At that time the Commission had a survey made of all road systems to determine how well they were classified. It also asked our engineering staff to begin preliminary work on a long-range survey of our primary road system—a gigantic task.

Later this spring we were happy to announce that the Governor had authorized the allotment of $30,000 from the Highway Fund surplus for getting this job under way. The Federal Government also will contribute.

And still another helpful move was the Governor's approval of the Commission's plan to allot some $8,600,000 of surplus highway funds to eight major primary road projects throughout the state. In the minds of our highway engineers, these projects are the most urgently needed on the primary road system.

I have discussed this development at some length because I felt that you, as highway employees, ought to know what lies behind the work you do. By knowing why we are concentrating on special phases of our program, you will be better able to understand the statewide picture.

And, in the final analysis, you will better understand the importance of your own job.

Cordially,

Harry Gardner

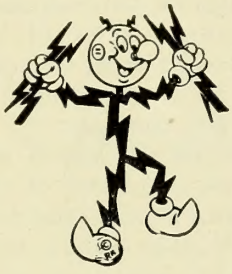
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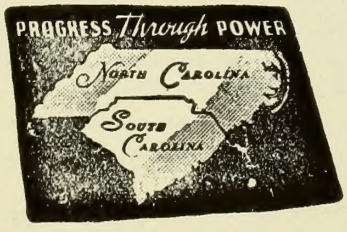
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The Splendid Highway System

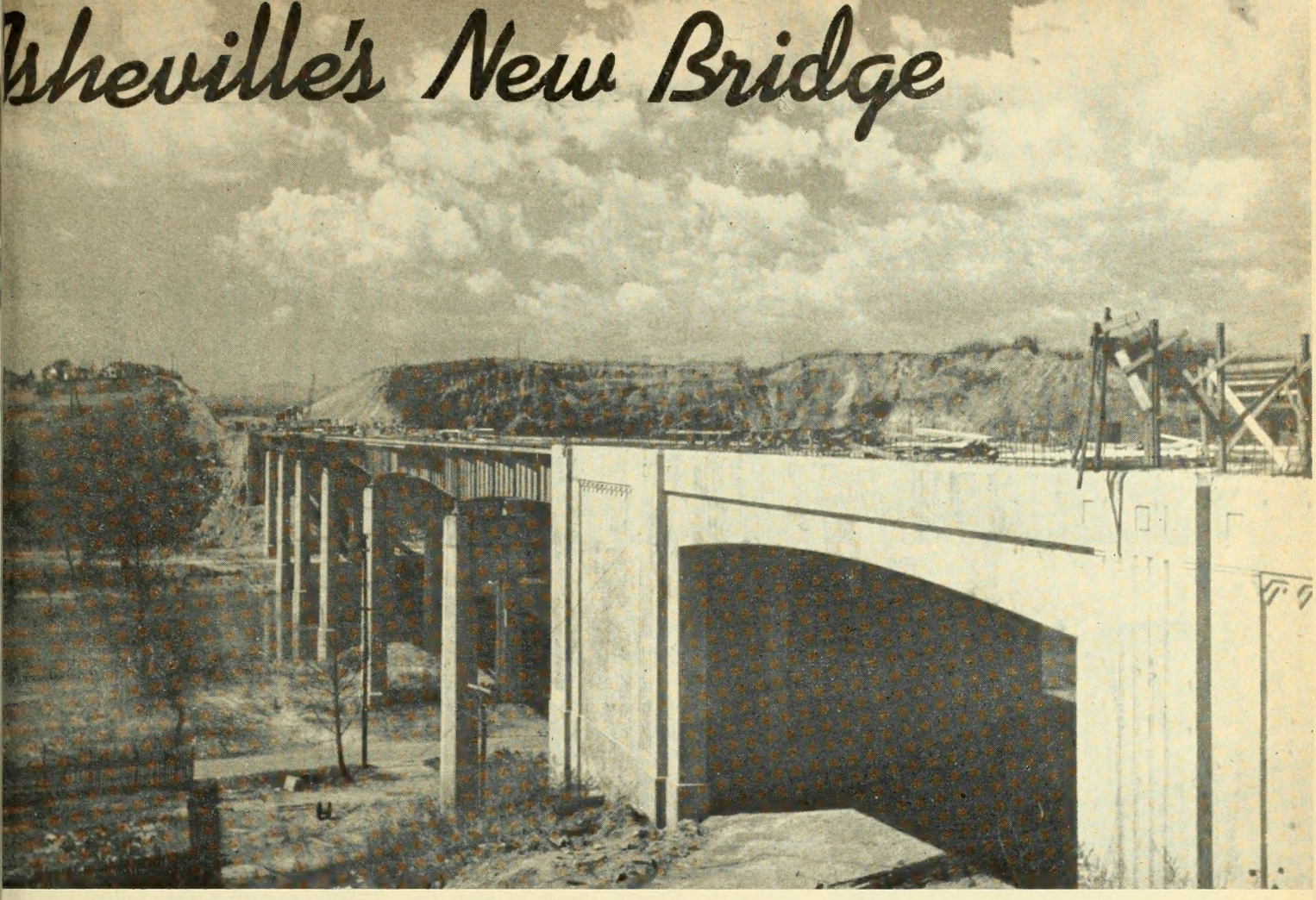
you are building and the large scale additions to the generating and transmission system of the Duke Power Company have the same purpose, and privilege—expanding service to Progressive North Carolina through a great period of growth.



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Asheville's New Bridge



In the Land of the Sky

THE LAND of the Sky gets a handsome new accessory next autumn when the State Highway Commission opens its $1,200,000 bridge across the French Broad River at Asheville.

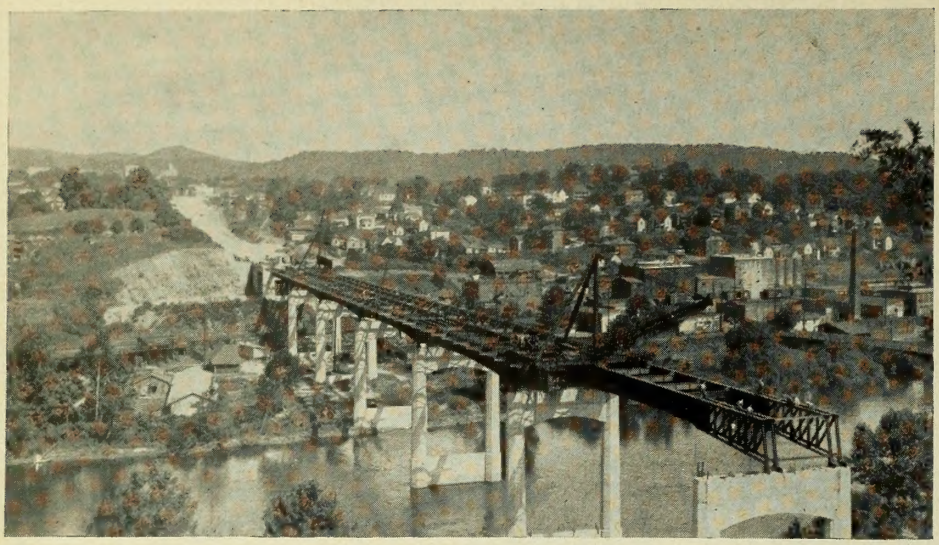
Work has been underway on this graceful structure for more than two years now—but Buncombe County folks began campaigning for it ten years ago, after repairs to the old bridge failed to bring it up to decent standards. The Highway Commission announced plans for new bridge shortly after the inauguration of Governor Broughton in 1941, but war intervened. In 1945 Governor Cherry told an Asheville delegation funds would be available when war restrictions untightened. Construction began in June, 1948.

The new bridge (and its 44-foot arterial highway) will rank first among similar structures in size and cost in Western North Carolina. It will cut traveling time between Asheville and industrial West Asheville in half.

The Highway Commission awarded a contract for the bridge's construction to the Bowers Construction Company of Raleigh for $811,817.04. The Asheville Contracting Company handled grading work. A major part of the bridge's cost went into steel spans furnished and erected by the Virginia Bridge Company. T. B. Gunter, Jr., state bridge engineer of Raleigh, and the Tenth Division highway engineer supervised over-all construction, now 90 per cent complete.

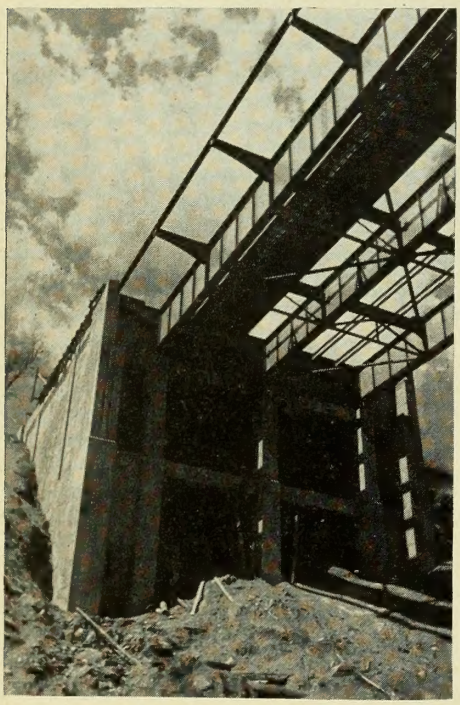
The party responsible for building the bridge includes J. L. Norris, senior construction engineer in the Bridge Department; George R. Prescott, resident engineer; W. A. Banner, resident inspector; and Lyle Shehi, instrumentman. The bridge has been constructed under three division engineers—J. C. Walker, Z. V. Stewart and at present, W. M. Corkill.

You will find a more detailed story about the bridge on the following pages. Photographer G. Spaanbreek, took these pictures, and we use them by permission of Jim Lane, editor of the *Enka Voice*, where some of them were first published.



PLACING THE GIRDERS . . . . .

STORY O



STEEL AND CONCRETE

THE WEST Asheville Bridge will be finished next month after more than two years and 105,000 man-hours of work. Through these years Asheville residents have watched their bridge stretch its steel and concrete fingers across the chasm of the French Broad.

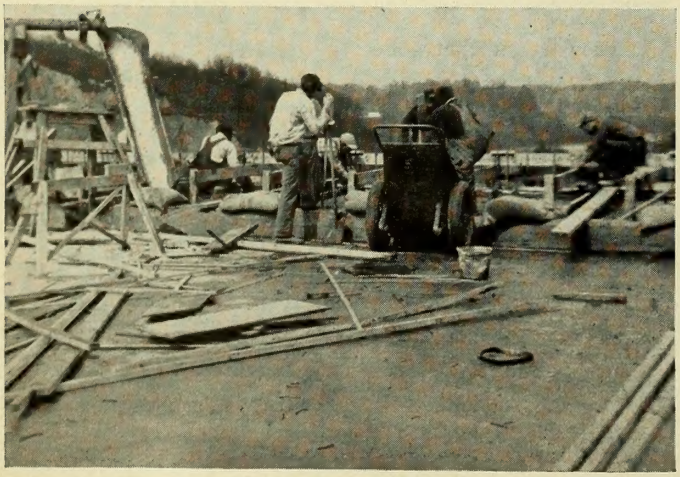
They have seen the work progress from the beginning when a temporary structure had to be erected halfway across the French Broad to sink the first pier. They have watched engineers use core drilling to find solid rock more than 30 feet below ground surface at one pier location after several loose boulders were encountered in footing excavations. They have seen ten graceful concrete piers rise 95 feet out of the bottom of the river bed. They have watched the placement of three giant steel girders with the aid of two stiff-leg derricks, probably the most complex operation of the whole two years of building. They have watched sidewalk brackets and stringers move into place. They have watched the laying of the concrete slab for the roadway with the help of a concrete mixer (conveying cement to the bridge through pipes).

Engineers and workers are well along with the concrete pouring. Next comes the construction of the roadway itself which should be finished by the end of summer. The Highway Commission hopes to have the West Asheville Bridge ready for public use by fall.

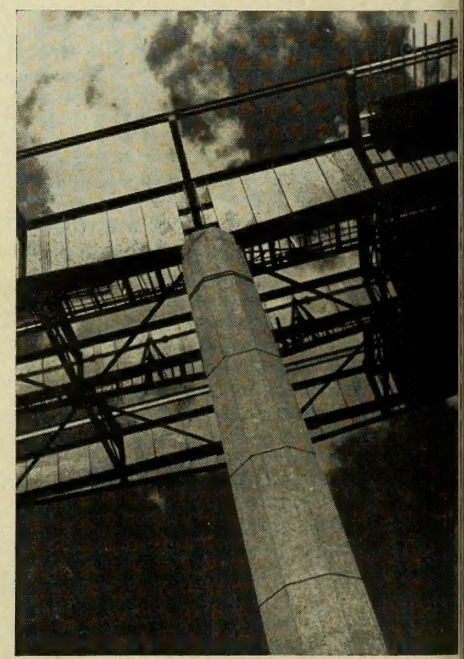
On its completion the bridge will feature a 48-foot roadway (four lanes of 12 feet each) and six-foot sidewalks on each side. Total length will be 1,228 feet with three-mile approaches on either side of the river. The bridge is one of the few in the nation having continuous 40,000-ton steel girders spliced together for a length of 1,080 feet.

The photographs on this page tell the rest of the story:

PLACING THE GIRDERS—This gigantic operation began last spring. Here you see the two derricks which moved the approximately 40,000-pound girder sections from cars on the tracks of the

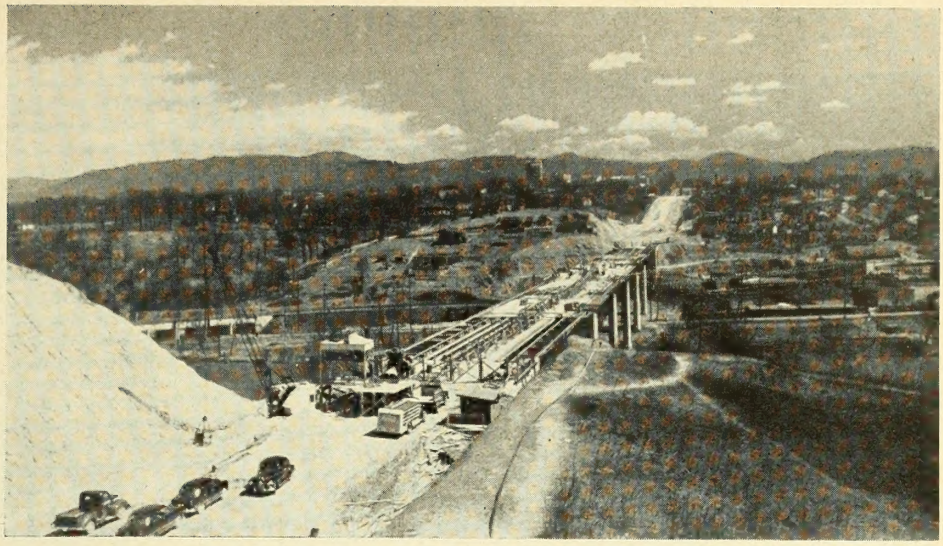


POURING CONCRETE



PIER AND GIRDERS

BRIDGE



LOOKING EAST . . . . . .

Southern Railway (far side of bridge). Some 3,000 feet of steel rail were leased for constructing a track on the bridge to handle the steel in horizontal transit after it had been lifted to the level of the huge piers. If you look closely, you can see the traveling car which carried the girders and other materials back and forth between the derricks.

LOOKING EAST, THE ASHEVILLE SKYLINE IN THE DISTANCE—Here workmen are laying the concrete slab. The concrete mixer is in the foreground with pipes leading from it onto the bridge. Note in the background that the bridge spans the main line of the Southern Railway between Asheville and Knoxville. It also spans a highway on the west side and another on the east side of the river and space is left for a proposed highway.

STEEL AND CONCRETE AGAINST THE SKY—This is the massive west end abutment.

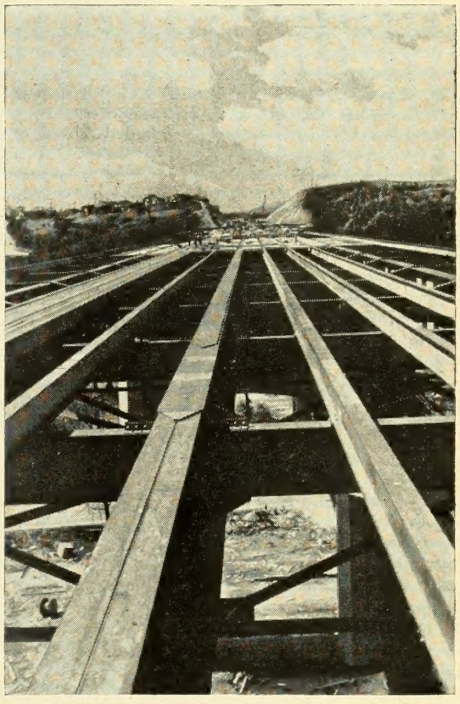
POURING CONCRETE—Here workmen 95 feet above the river bed carry out one of the final operations of bridge construction. Notice the pipeline at the left which spews out concrete from the mixer on the west bank.

PIER AND GIRDERS—Looking up from the river bed, the camera catches the huge girders and a graceful concrete pier.

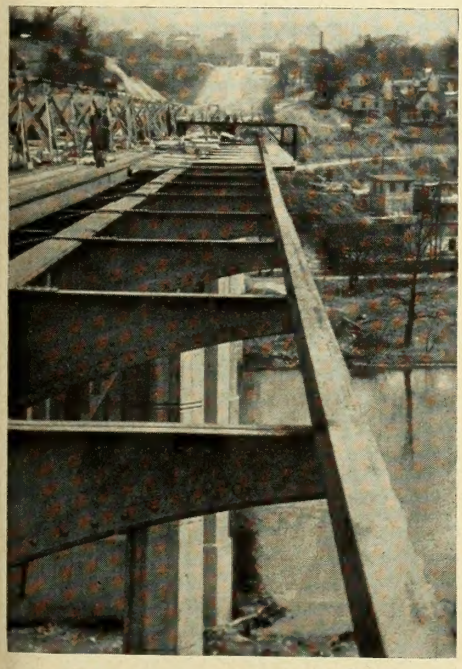
SIDEWALK BRACKETS—The tiny size of the workmen shown here indicates the vastness of the bridge. Asheville's business district is in the background.

THE OLD BRIDGES—The new West Asheville Bridge replaces (or augments) these two—the Smith Street Bridge and the Old Asheville Bridge.

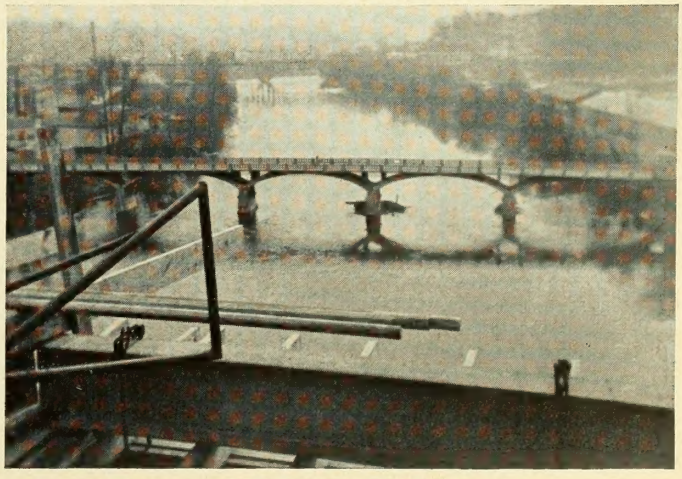
SUPER-STRUCTURE—These lengthy roadway stringers and the girder shown in the center make up the foundation for the roadway slab.



SUPER-STRUCTURE

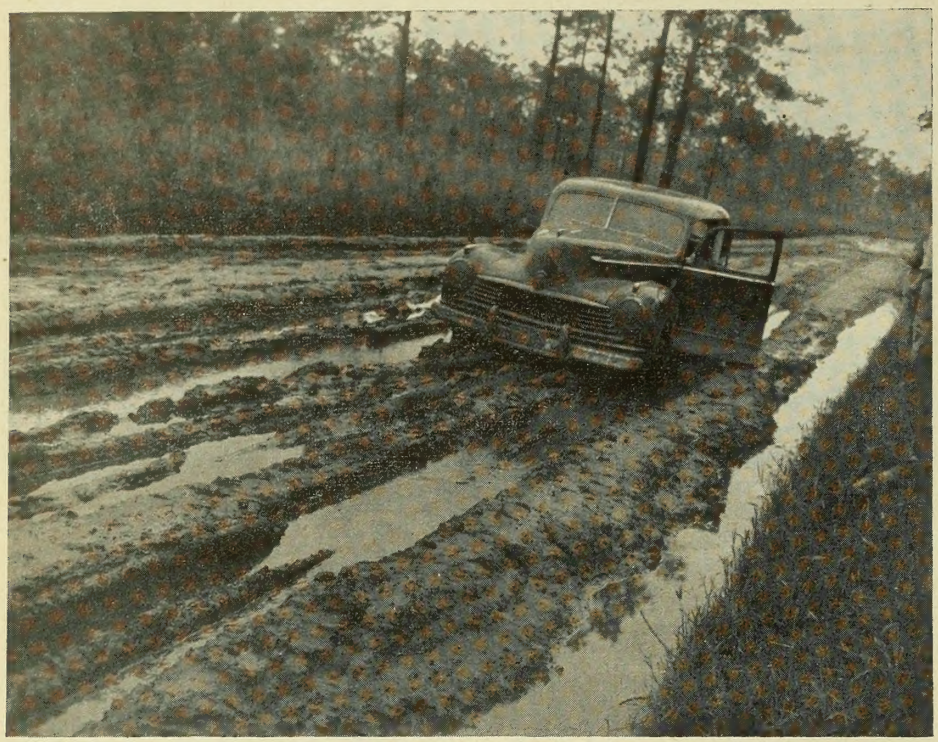


SIDEWALK BRACKETS



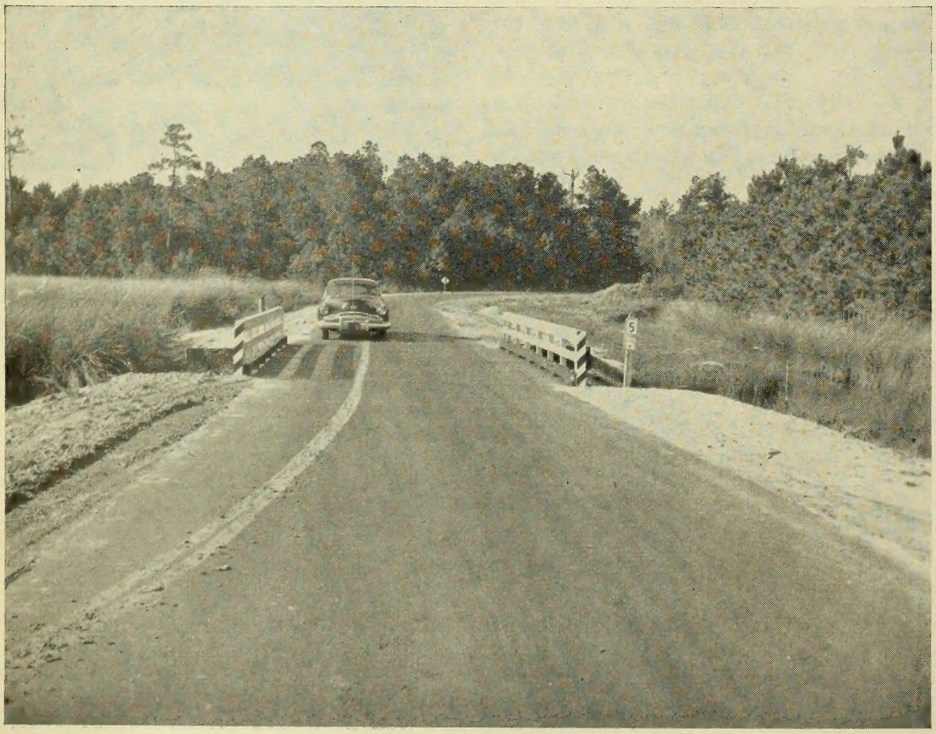
THE OLD BRIDGES

In A Remote Section of Carteret County



BEFORE

A Paved Road Opens A "Lost Province"



AFTER

FEBRUARY 9, 1950 was an important day for some 500 Carteret County citizens marooned by dust and mud in one of North Carolina's most remote "lost provinces."

On that day the State Highway Commission opened for general traffic a newly-paved segment of road linking the Merrimon Community with the outside world. This project typifies hundreds now being pushed to completion under the state's $200,000,000 bond issue program; but it has an interesting story behind it. The Beaufort Chamber of Commerce took it as a special assignment last year and recorded its case history. That organization's report, submitted to Governor Scott and Highway Chairman Henry Jordan, told graphically what a good road means to a community like Merrimon.

Merrimon resembles many small coastal fishing communities. It lies about 17 miles north of Beaufort near the Neuse River. No other road penetrates the long fingers of land which stretch out toward the Neuse in northern Carteret County. US Highway 70 runs about five miles north of Beaufort toward Merrimon before it turns east and proceeds out to the lonely eastern outpost of Atlantic. Those 12 miles from US 70 to Merrimon constituted a traveler's nightmare most of the year.

In all Carteret County no other road came to the attention of the Highway Commission more often. Delegations besieged Commissioner W. Guy Hargett. In its report to the Governor and the Commission Chairman, the Beaufort Chamber of Commerce made the following significant report about the Merrimon Community:

1. Some 2,075 acres of farm land had been abandoned largely due to poor road conditions;

2. School buses travel 1,018 daily child miles over the Merrimon Road (Children not attending school represent a potential 3,098 miles);

3. About 41,146 farm acres are serviced by the Merrimon Road (Gasoline and license taxes paid by Merrimon Community citizens totals about 797,300 annual miles);

4. The potential pulpwood payroll is $250,000 annually and one-fifth is lost every year because of road conditions.

School Buses Detained

Beaufort's hustling Chamber of Commerce Secretary Dan L. Walker also sent the Governor a report of an actual trip with the Merrimon Community school bus. Starting at 3:45 P.M., the trip consumed almost two hours to travel 22 miles. In many places water lay across the road. Cars meeting the bus

had to stop to let it pass. Everywhere the bus encountered suicidal shoulders and abandoned farm acreage.

The comments of local citizens were even more revealing:

R. M. Williams, County Farm Agent: "A majority of the young boys and girls, after finishing school, have moved out of this area seeking employment in other towns and communities. As I see it, there is one major problem which is responsible for this situation: the deplorable condition of the roads which makes it almost impossible to move farm produce out of the Merrimon section to market."

Dr. Ben F Royal, Morehead City physician: "I own a place in Merrimon Township that I try to visit at least once a week. Several times since last summer the roads have been impassible for three or four weeks on end. . . . If Mr. Scott really wants a bad road to improve, I heartily recommend the Merrimon Road . . ."

Robert Wallace, farmer: ". . . I had to take my cotton and potatoes and freight them across the river. I am farming this year, but I have an idea not to, if the road has to be in the same condition."

Minnie C. Pittman, housewife: "I used to ride 72 miles to school and back on a school bus, coming home each night with numerous additional bruises from being tossed about like a kite in the wind . . ."

Mrs. Guy Carraway, postmistress: "We have just as good and better farm land than most places. People from Beaufort would come out here to live if we had a road. We miss so much. The bookmobile and the X-ray machine can't get over our roads."

Johnnie Dell Jones, school teacher: "Please give us a road. I have been teaching here four years and haven't been able to get to my meetings. Some times I am not even able to get out to get food."

W.E. Lawrence, truck farmer: "My traveling expenses are five times what they should be. Because of the road, produce buyers refuse to come in to buy our produce. Farms are lying idle due to the roads. This is an expense to the county too. People not only have moved out of the community, but a dozen families have moved across the Neuse River into Pamlico County."

Mrs. Mildred Lawrence, teacher: "When we go for a doctor, he asks, 'How's the road?' instead of 'how's the patient?' "

Mary Etta Reels, housewife: "The road is so bad that some of my products spoil before getting to the market."

Willie S. Pittman: "Once you see these roads, you'll understand the circumstances. Why we haven't ever prospered any more than we have is because of the road. Should I tonight be taken with a case of acute appendicitis, I would have no hope of seeing a doctor I would try to reach. I seriously doubt if oxen and cart would have made the full 17 miles of road without assistance this winter."



George T. Martin, Merrimon farmer, tells J. L. Humphrey, State Highway Commission's maintenance supervisor for Carteret County, that the new road is a blessing to his community. Martin notes that more traffic already is appearing on the road and new houses are going up. That's the new road in the background.

All these comments came from Merrimon citizens early last year.

Merrimon Gets Its Road

Approval of the $200,000,000 bond issue program in June made it possible for the State Highway Commission to place the Merrimon Road on its active list for hard-surfacing. On October 8, 1949, the Zeigler-Cline Construction Company of Raleigh submitted a low bid on the 12.6 miles. The job—grading, base course and surfacing—was finished in four months at a total cost of $107,443.50 or about $8,943.62 per mile, well under the average cost for similar work.

What do the people of Merrimon say about their new road now?

Here are some typical comments:

R. M. Williams, County Farm Agent: "Since this road has been completed, the farmers have taken on new inspiration in improving the agricultural situation of their community."

Slade Reels, truck farmer: "You don't know how proud we are of our road."

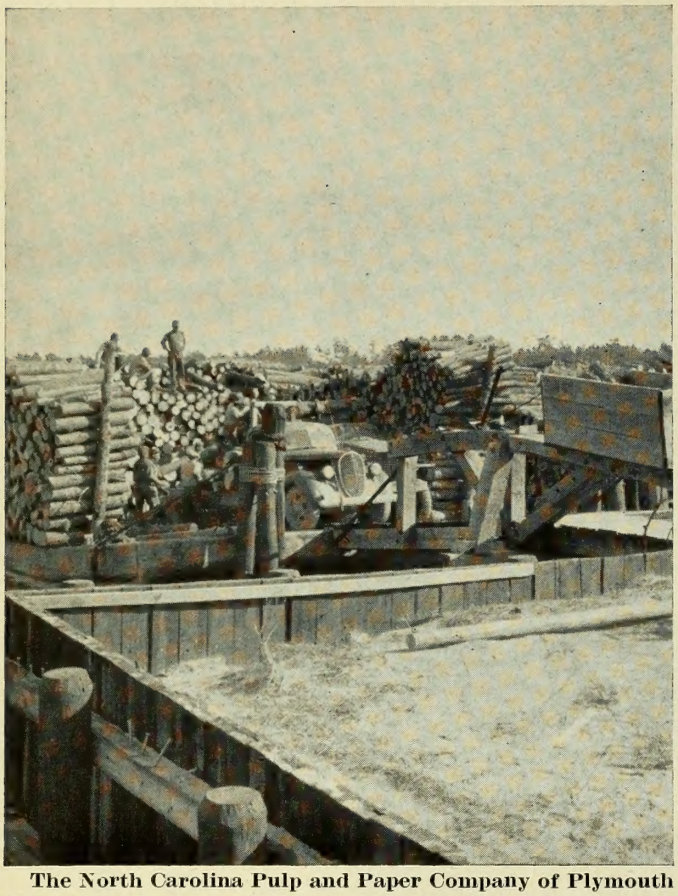
Miss Johnnie Dell Jones, teacher: "The newly-paved Merrimon Road has made a tremendous change in my life. It has meant better transportation. It has meant more work in this community which has made it possible for the people to work together financially for the betterment of the church and school. It has also meant an increase in the population of this community. This means a larger enrollment for my school. This road has meant more to this community than words can express."

Josh Hardy: "We feel that when we need a doctor we can get one."

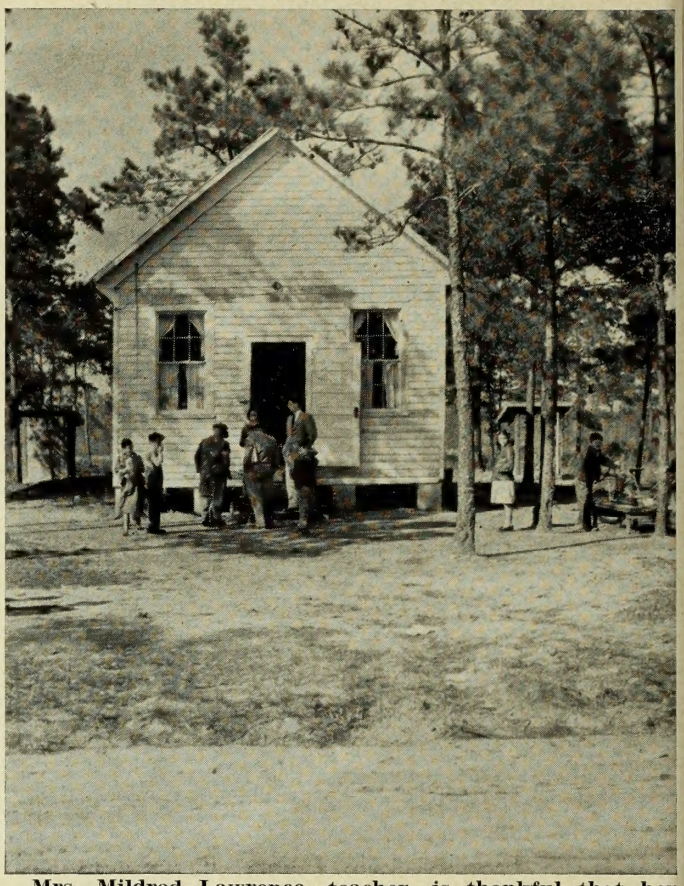
Mrs. Guy Carraway, postmistress: "It is our greatest asset and you should see the service we get now. The butcher, the baker, the ice cream truck, the laundry truck and several more that never came before. The mail comes in earlier. People are coming over buying land and with our good soil and the fishing, shrimping and crabbing, I don't see anything to keep Merrimon from being one of the leading communities in the county."

Milton L. Pittman: "It means that we who work away from home are able to go to and from work daily without spending half the day and all our energy getting through the mud. It means less wear and tear on our automobiles as well as ourselves. We can sleep later mornings and get home earlier nights. We can go to bed at night and rest without worrying if we will be able to get to work the next day. Now, when we park on Front Street in Beaufort people can't look at our car and say, 'Gee, those people must live at Merrimon. Get a look at that mud!' The children come home from school happier, instead of being tired and irritable. We don't worry too much about getting sick now . . . The road has taken

MERRIMON IS A SLEEPY FISHING VILLAGE



The North Carolina Pulp and Paper Company of Plymouth has increased its payroll in Merrimon because of the new road.



Mrs. Mildred Lawrence, teacher, is thankful that her children now get to the little white school house on time—and safely.

quite a bit of worry off the minds of parents in general this winter. They don't keep saying, 'I hope it doesn't rain.' Rain or shine the traffic goes through to **Merrimon!"**

Mr. and Mrs. **L. H. Hardy:** "The school children appreciate it even more than they can express. Making a trip every day and getting stuck in the mud and staying on the road all day in the cold and rain was very unpleasant. Now those worries are over."

Dr. Ben F. Royal, M.D.: "Only those who traveled this so-called road a year ago can appreciate what it is today."

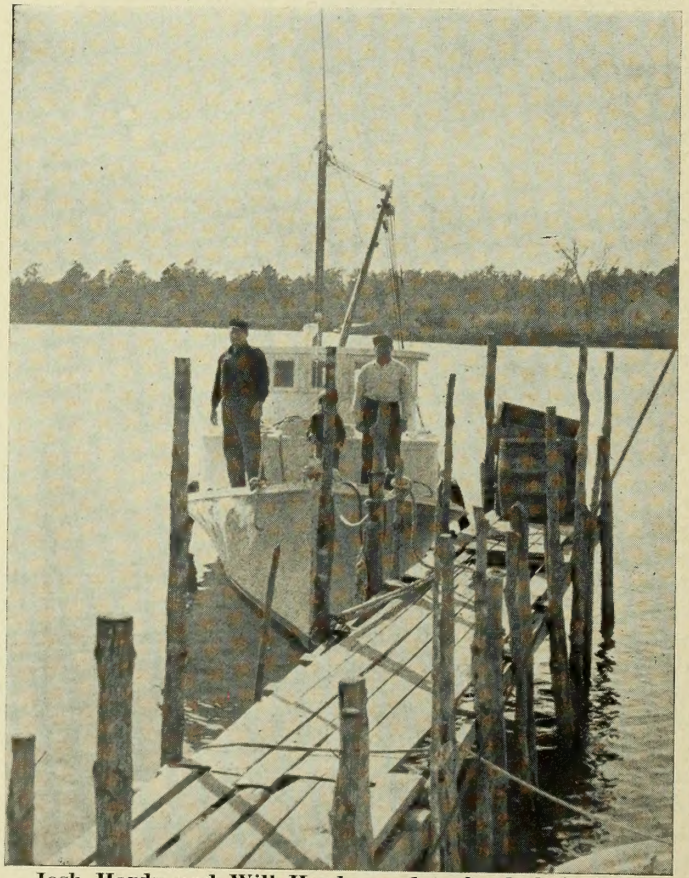
Mrs. Sophia Collins: "As for me being a midwife, you can imagine yourself just how it has aided me. **Before we had** this pavement, it seemed as though sometimes I would not be able to reach my patient."

Grady Carraway: "The road is almost the difference between life and death to the people of this community."

Mrs. Mildred Lawrence, teacher: "In many ways we Merrimon folks are like birds that have gained freedom after a life in a cage . . . We marvel everytime we go over the road and ask ourselves: 'Can this be real or is it a dream?' We in Merrimon feel that the new road is opening a new era for us."

Thus have the people of Merrimon expressed themselves about their new road.

All over North Carolina a similar story might be told about people living along the thousands of miles of roads already built under the Commission's expanded road program. It is part of North Carolina's forward march.



Josh Hardy and Will Hardy used to haul their fish out through Oriental across the Neuse. Now they use the Merrimon Road.

A careful driver is seldom sorry.

Help your safety committee help you. Your suggestions are welcome.

Many a tombstone is carved by chiseling in traffic.

Why plan your future carefully unless you drive that way?



Cartoon by T. R. McCrea

We Want This To Shock You

By H. D. JONES

Engineer-Director of Safety, State Highway Commission

HAVE YOU the intestinal fortitude to examine some very unpleasant figures? They may surprise you. Certainly they will give you no feeling of pride. Dismay —not complacency—is the emotion they should convey.

Every day in the State of North Carolina 2.31 persons are killed on the highways; 9.84 persons are severely injured; 16.78 persons are slightly injured. And, mind you, this is only for a single day. What an appalling bill exacted in life and limb—in misery and sorrow !

That's not all. In addition to the grief and suffering these accidents cause, they cost the citizens of North Carolina some $54,000,000 annually. That is a tremendous sum even in these days of many-digit figures.

The terrible thing about these awful traffic accidents is that they are so senseless—so unnecessary. No plea can justify their occurrence. They could be avoided, but they continue to happen with ghastly regularity. Why?

One of the best answers is a flippant one. Many people seem to believe that traffic laws were written for "the other fellow." Anyone with sufficient intelligence to be trusted behind the wheel of a motorcar knows that a sharp curve or a hill with obstructed vision or wet pavements are invitations to disaster. Yet many drivers seem oblivious to such hazards. As they are being pulled out of the wreckage, they blame the mishap on the highway or a broken part or on another motorist.

Many agencies today are engaged in preaching highway safety. In dozens of ways, the motorist is reminded of his responsibility to himself and to others. No one can honestly state that "he didn't know it was loaded" or its motoring equivalent. Even without these educational programs, our highways are plainly marked with signs where caution is indicated. Let the car owner use the same care and thought in operating his car that he does in his business or profession, and he may expect a life time of motoring without accident.

All traffic breakdowns, without exception, stem from three causes—the human element, the mechanical element, and the road element. Admittedly some of our highways are not what they should be. But they can be negotiated with caution, for thousands of other motorists use them daily without accident. Tires, brakes, lights and other mechanical elements should receive attention when they need it and the accident from breakdown is minimized. So it all comes back to the driver. If he can be taught that safety rules are meant for him, we can go far in preserving life and limb, health and happiness.

There is a moral here for the state highway employee no matter what his duties may be. When he operates a car or truck or piece of roadbuilding equipment, he is expected to be a model driver, and he should be. No one knows better than he the importance of not taking chances. No one knows better than he how neglect of a worn part can result in a dangerous or expensive accident. And no one knows better than he the value of safety education for the public. Therefore he should take advantage of every opportunity to advance the cause of highway safety through example and through personal contacts.

The North Carolina State Highway and Public Works Commission has over 12,000 employees on its payroll. If each one were to speak to one motorist a day about the need for greater care in driving, within a month, a quarter of a million car drivers will have been reminded of something they may have forgotten.

As evangels of traffic safety, you will be helping to reduce the shocking number of highway fatalities and accidents. Careless or reckless driving has never helped a highway yet, so you will be contributing to your job as well. Look again at the figures given in this editorial and then appoint yourself a committee of one to do something about them. You'll find it worth-while ! We're Depending on You.

Ninth Division personnel showed that safety consciousness pays off dividends. The division jumped from sixth place for the month of January to first place in the February safety record report. It had a record of no lost-time injuries during February.

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WHAT THEY'RE SAYING



(Judging from the deluge of letters received each month, the Highway Commission is forever under the watchful eye of citizens both in and away from North Carolina. Some of the letters received are favorable, some not so favorable. "What They're Saying" will feature a number of these letters each month.)

HORACE S. HAWORTH of Roberson, Haworth & Reece in High Point had this to say about North Carolina's highway recently: "I have just returned from a trip which took me through South Carolina, Georgia and Florida. My experience in locating and following various highways leads me to write and express my appreciation of the manner in which highways and intersections are marked, and distances indicated in the State of North Carolina. There is such a noted difference in the ease of traveling in our state that I know your consideration for the traveler must be appreciated by all who use the highways."

LAST MONTH NORTH CAROLINA ROADWAYS published an article about the construction of a new textile mill in Alamance County on a newly-paved secondary road. J. R. Copland, president, also gave the Fifth Division another pat on the back recently. The following letter he wrote was read at the division's personnel meeting in Graham: "A week or so ago, I was traveling out in the northern part of Caswell County and was on the road to Somora. As you know, this road is being reconditioned and a crowd of workmen had the road blocked and, of course, were busy with their work. I noticed that they were very attentive in getting the traffic through, and I especially want to compliment them on the courtesy they showed me. I have never been treated any nicer or with any more courtesy than these men gave me. They really cleared off a small road in order that the traffic might go through their work.

"I just thought you would like to know this, as so much of the time these highway workmen hear nothing but criticism. I certainly think your engineers and foremen deserve a word of credit and a 'pat on the back' for the way they are handling the job in this district."

B. E. BLANTON, a citizen of Dillsboro, N. C., in Jackson County said he wished to "reclaim" some former comments he made about the Highway Commission. He writes: "I wish to reclaim the complaint that I wrote you about the gravel that was being put on the roads in Jackson County. It has proved to be better than the first looks of it. It has settled and packed down above my expectations. I can see where an engineer's word is better than an inexperienced persons like myself. So keep up the good work."

MANY LETTERS of appreciation for the roads built under the $200,000,000 secondary road program are received. Two from the First Division follow:

"We the people of the Old Turn Pike Road wish to thank each and everyone for the nice road that has just been completed. We especially thank Mr. C. F. Gore and Mr. M. P. Powell for making this road possible. We also thank Mr. C. W. Lewis for the starting of this road, but was transferred before it got under way."

"The citizens of the Old Suck Spring Road section wish to thank you for the efforts and cooperation with us in getting our road graded and graveled. Mr. Powell has worked hard and deserves commendation for his work. Thanking you again and best wishes to you."

ANOTHER FROM the Second Division reads: "We, the citizens of Bettie, N. C., wish to thank the State Highway Commission for the splendid road that we are now enjoying. Less than ninety days after the petition was handed in, the foundation application for this road was complete.

"Especially do we extend our appreciation and thanks to Mayor L. W. Hassell, of Beaufort, N. C., for the helping hand he gave in the construction of this road."

Two suggestions have been made with regard to highway signs. Bill Sharpe, former State News Bureau Director, made one in his sprightly *Greensboro News* column. It was a letter to Dr. Jordan which read like this:

"Dear Dr. Henry: We like your signs. We drive by them with religious fidelity, and could not do without them, especially at night. When that helpful arrow points to the right, our reflexes get a headstart for turning that wheel in the right direction. And the intersection, steep hill, STOP, speed zone, and other signs have come to be a valuable assist to any driving we have to do. We believe in your signs.

"But recently, driving down No. 1 to Aberdeen we came to a sign saying MEN AT WORK, CAUTION. A few yards farther was a sign saying CONSTRUCTION—SLOW. And then another saying DANGER—25 MILES PER HOUR.

"None of the admonitions was justified. We coasted along cautiously, with other cars whipping around us, and finally went through the 'construction' zone for around 10 or 15 miles with a definite feeling somebody was yelling wolf! wolf!"

And, finally, J. Henry Dellinger, a rural letter carrier of Gaston County, wrote the Commission because it misspelled the name of his home town on a highway sign. This wouldn't be particularly newsworthy except for the fact that Mr. Dellinger's home town is Dellview, the smallest incorporated town in the United States in the 1940 census. (Dellview had 10 residents in 1940, and only eight when the 1950 census takers made the rounds in April). Anyway, Mr. Dellinger would like for the highway sign at his hometown to spell "Dellview" with two "l's" instead of one. And the Ninth Division will see that it does.

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A Roundup of Highway News From Nags Head to Nantahala

ROADS ARE STILL "Bustin' Out All Over" North Carolina—and our highway folks can hardly help setting a new road-building record when 1950 ends. . . . You probably remember seeing in the papers that traffic on our highways set a new all-time record in June. . . . That means only one thing: The Highway Commission must keep pace.

AND SPEAKING OF PLANS for the future, the Commission has allocated $8,600,000 of surplus funds to the primary highway system. . . . With the approval of the Governor, our engineers picked the eight worst primary highway sections in the state. . . . That money will be spent to get these bad spots in better shape. . . . Most of the worst spots happen to be on US 29 which runs across the most heavily populated section of North Carolina—Gastonia, Charlotte, Salisbury, Greensboro, Reidsville, etc. . . . New four-lane highway will soon help some of the traffic jams between Charlotte and Concord and between the Yadkin River and Lexington. . . . About 300 miles of highway in this state ought to have four lanes, engineers say. . . . When traffic gets beyond 3,200 vehicles per day, it's dangerous not to take action to unclutter it. . . . That's something to think about, now that the county road program is moving so well.

AND ENGINEER BURCH has something else to report about our county roads. . . . Since so many are being surfaced these days, more accidents may develop. . . . It works like this: The average motorist goes faster on a paved road. . . . Also some of the newly paved county roads make excellent short cuts. . . . (Consider the Rock Quarry Road southeast of Raleigh going toward Clayton as one example.) . . . Furthermore, some of the strangers on these roads aren't familiar with curves, bridges and such. . . . All of this adds up to more opportunities for accidents. . . . And none of us want that. . . .

ROADS, ROADS—we seem to have plenty of them with more added every day. . . . The American Road Builders' Association reports that North Carolina built more miles of road in 1949 than any other state. . . . Texas, usually first in such things, had to take second place in the roadbuilding race. . . . And further, reports the ARBA, Tar Heelia stands first for proposed roads during 1950. . . . Let's keep out in front !

THE LATEST REPORT we have at this time about the bond issue road program is the following: The Highway Commission hard-surfaced 1,330.8 miles during the 15-month period ending March 31. . . . This was 11 per cent of the goal proposed by Governor Scott last year. . . . The March 31 report shows that the Third Division led in amount of work finished closely followed by the Sixth, First and Fourth. . . . Another report comes in soon and it will be passed on to you immediately. . . .

YOU MIGHT BE INTERESTED to know that since January 1 the Commission has let to contract an average of 56 projects every month. . . . And contractors' prices have generally been good although there was some slight decline in competition late this spring.

AMONG OTHER THINGS of interest recently, the State Supreme Court ruled favorably for the Highway Commission in a suit brought by Nello L. Teer of Durham to test the procedure outlined for handling the $200,000,000 bond issue. . . . The case originated last summer when the Commission announced it would use some of the bond money to buy roadbuilding machinery for the expanded program.

THE HIGHWAY COMMISSION has decided to extend US 64 to the Atlantic Ocean. . . . Formerly it went only to Fort Landing in Tyrrell County. . . . Now it crosses Alligator River and Croatan Sound to the Outer Banks. . . . That means US 64 extends from the Atlantic to the Pacific, spanning the entire continent.

TO END ON A LIGHT NOTE, we'll mention one more development. . . . The Prison Department has decided to replace its wandering water boys with water kegs. . . . Some of the water boys on prison gangs had a quaint way of wandering completely away from their job. . . . Times are changing in North Carolina. . . . Page Gunga Din!

JOB TALKS



Typical of the classification meetings recently conducted by the State Personnel Department throughout all highway divisions is the one above in which David Stansel, classification analyst, explains to Sixth Division engineers and supervisors how their employees' job specifications were set up.

The meetings are a follow-up on the department's program which several months ago undertook to make detailed surveys of all highway jobs.

Are Our Primary Highways Neglected?

NORTH Carolina's main arteries of traffic—like these all over the nation—suffered during the war period. Military needs forced curtailment of the highway construction program. Shortage of manpower and materials piled up a surplus in the Highway Fund.

Highway Commission forces have been chipping away at the gigantic job of reconditioning our primary highway system for the last five years. They have exhausted what appeared at one time to be a tremendous Highway Fund surplus. Durng this same period when postwar traffic and highway construction costs broke all records, the Commission launched an ambitious secondary road program, now picking up full steam.

The scope of this combined assignment poses several important questions.

What about North Carolina's primary highways? How are they affected by the secondary road program? Do we have a long-range primary highway construction plan? How do our primary roads compare with those of our neighbors?

The secondary road bond program has affected the primary program, but the results have been neither wholly positive or negative. This is an interesting paradox. The Cherry Administration, heeding a loud clamor from the rural regions, put special emphasis on farm-to-market road construction immediately after the war. The Commission siphoned off large chunks of its income for local road purposes during the last four years. Naturally, with an overwhelming pressure on the Highway Fund, income was insufficient to meet all the varying demands. Approval of the $200,000,000 secondary road bond issue meant greater availability of primary road funds in that it removed, for the time being, county road pressure on the Highway Fund. It opened the way for a long-range, intelligently-planned survey of primary road needs.

One immediate effect was the transfer of about $4,000,000 from the Secondary Road Fund to the Primary Road Fund. This was the maximum transfer allowed under the law for funds appropriated by the Legislature.

In spite of the current emphasis on secondary road construction, it appears that the over-all effect of the $200,000,000 bond issue may help rather than hinder the progress of the primary program.

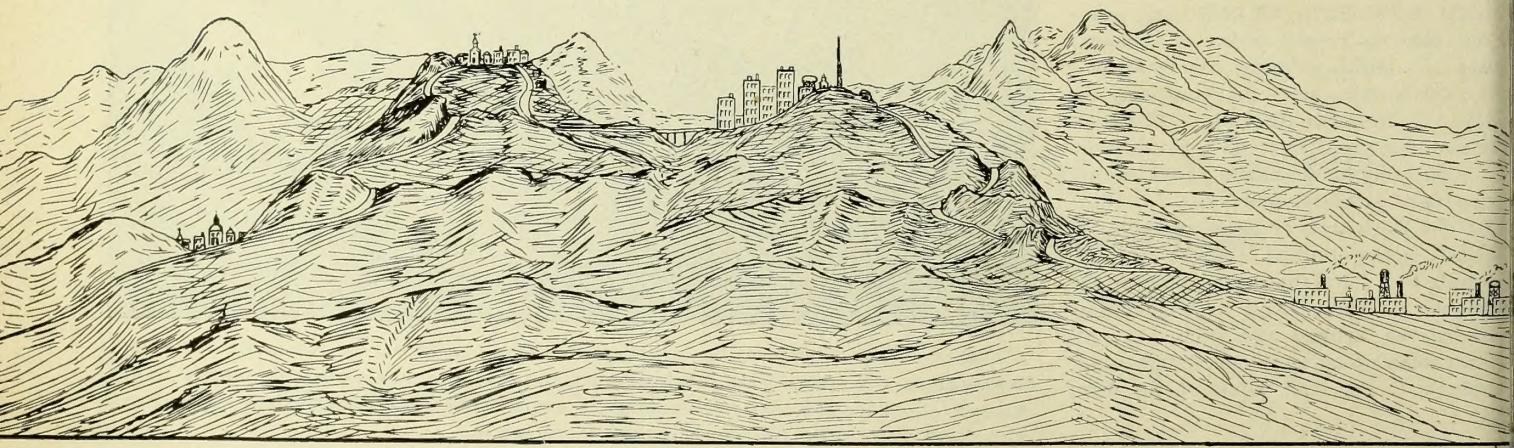
North Carolina is working on a long-range primary highway program.

But the Highway Commission plans to give that program a brand new face lifting.

Let's go back a few years and see what the Commission has done on the state highway system since the war.

In the four years ending December 31, 1949, the Commission and the Federal Government spent more than $68,000,000 on construction, widening and general betterment.

In 1949 alone they spent in excess of $20,000,000 on the primary system, including $15,500,000 for construction



SCENIC

projects and $4,700,000 for betterment. This does not include regular maintenance.

The average citizen, viewing highway work, might not detect a pattern in the primary road work now under way throughout the state. All "spot" work makes up part of an over-all picture.

A succession of improvements on US Highway 74 since the war reveals that pattern.

Although US 74 is not the most heavily-traveled route in the state throughout its length, it is an important intra-state artery between Wrightsville Beach, Wilmington and Asheville. This popular east-west route touches something of everything in North Carolina—beach and mountain resorts, fertile farming land, peaches, tobacco, textile mills and industrial cities. It traverses all the various terrain conditions found in North Carolina.

The Commission recognized US 74's deficiences before the war, but the real work began after 1945.

Wilmington's port facilities handle large volumes of petroleum products shipped by tank trailers to points north and west of the city. US 74 is an important route for the gasoline and oil industry. In the summer, thousands of visitors to and from the beaches in the Wilmington area use US 74 every weekend. Further west, summer visitors travel the route in great numbers, vacationing in the mountains around Asheville. In between these extremes, from Kings Mountain to Charlotte, US 74 overlaps US 29. There it picks up tremendous business. Traffic volumes are great, especially heavy commercial vehicles.

US 74 Is Typical

US 74 furnishes service to all sorts of traffic from the Coastal Plain through the Piedmont to the mountains. It maintains its importance, too, throughout its length. All things considered, it qualifies as a typical North Carolina highway.

Improvements on US 74 have been high on the Commission's agenda since the war. Once the post-war program began to jell, US 74 received top attention. Two narrow bridges on unnecessarily poor alignment a few miles west of Wilmington were replaced and the road straightened. Then a substantial mileage of road was rebuilt in Anson and Union counties, eliminating obsolete alignment and narrow worn pavements. West of Shelby, from Ellenboro to Forest City, a section of US 74 was rebuilt on a new alignment and grade. West of Lumberton a new location provides a grade separation for the Altantic Coast Line Railroad and replaces a pavement many years old, narrow and winding. At Mooresboro, two inadequate railroad grade separations are being replaced by modern structures, building safety into a route where hazard and restriction existed before. Between Hamlet and the Scotland County Line an old 18-foot pavement was widened to 24-feet and resurfaced. Other narrow sections will be replaced or widened by projects already programmed.

The Commission has carefully studied heavy traffic between Shelby and Kings Mountain, and work is planned to provide greater traffic capacity and consequent traveler safety in these areas. Another bridge east of Whiteville will be widened.

In brief, the route has been improved or will be improved, at some point in every county from New Hanover west through Rutherford.

These various construction projects represent small segments of a whole, covering sections over two hundred miles apart on the primary system. Each points toward one final goal—the creation of a more adequate and modern facility for traffic.

But these rural system improvements are not the entire picture on US 74. What of its passage through towns? The Commission has not overlooked this either. In planning for city improvements it has borne in mind that much traffic never gets beyond the corporate limits and every effort is made to provide a facility useful to the intra-city movements.

In Wimington a substantial increase in traffic capacity has been made by widening to boulevard proportions a street leading toward Wrightsville Beach, the easterly end of US 74. And at Charlotte a new wide thoroughfare carries large volumes of daily traffic across the city faster and more safely than before. In Gastonia, the route will follow a four-lane street completely across town. Through Shelby, the route will be on new location with grade separations at main cross streets and railroad crossings.

Another Example

As another example, consider for the moment work done on far-famed US Highway 1, stretching from Virginia to South Carolina and beyond them to the extremities of the Atlantic Coast.

Since the war the State Highway Commission has provided for the improvement by widening or otherwise of every mile of highway along US 1 in North Carolina. Now US 1 generally has a minimum width of 22 feet from the Roanoke River Valley of Warren County to the sandhills of Richmond County. This is no super-highway, but it is a reasonably adequate transportation facility suitable for today's traffic demands.

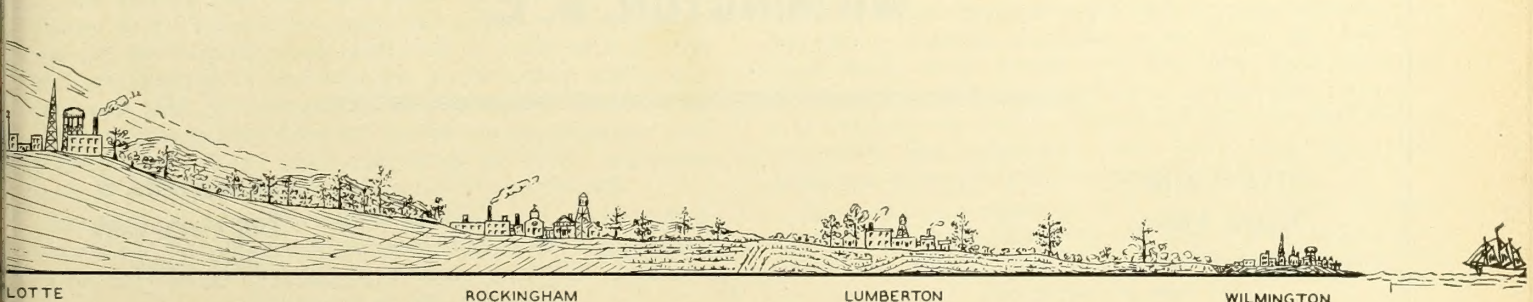
Highway engineers think US 1 eventually will need to be double-tracked throughout much of its length. But with most truck traffic using highways farther west and US 301 available through a less densely populated section, the highway in its present condition will be satisfactory for the immediate future.

These two examples show something of a pattern established for long-range improvements.

Early this year the Commission decided it must peer deeply into the future. In view of rapid-changing traffic conditions, it will launch an entirely new survey of the primary road system.

The Federal Government enters this picture with its long-range plans for a 40,000-mile Inter-state Highway system for the Nation. Some 700 miles of this system will run through North Carolina. The highways planned for this system eventually will meet specifications developed by the American Asso-

(Continued on page 29)



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DODGE AND HILTON

Many Highway Employees Are Wondering . . .

What About Job Classification and Pay Increments?

Job Classification

By HENRY HILTON
State Personnel Director

AS MOST of you know, the Personnel Act passed by the 1949 Legislature required the State Personnel Department to make a survey of all positions in the state service and classify them in accordance with their duties and responsibilities.

For the past six months a number of classification analysts have been working in the Highway Department studying the various jobs. These studies should be completed by August 1.

In these surveys the Personnel Department did not in any way attempt to evaluate your abilities, your qualifications or how well you did your job. We were merely concerned with the type of work or duties you were performing and how these duties compared with those being performed by other employees in your department or in other departments.

These employees whose duties, we felt, were sufficiently alike were grouped into the same class. The classes were then identified with such titles as Highway Engineer I, Highway Engineer II, Clerk I, Engineering Aid, etc. Each title or class represents a different level of work and responsibility.

Representatives of the Personnel Department have carefully reviewed each job classification questionnaire filled out by all certified employees. They also studied jobs being performed by non-certified employees. In many instances our classification analysts have discussed the duties involved in the various jobs with individual employees and supervisors. In all cases it has been our objective to study the job and not the individual in the job. It might well be that you are qualified to hold a higher position than that which you now hold. In making our studies we did not consider this. We merely compared the duties you are presently performing with these being performed by other employees both in your department and in other departments.

After the classification studies have been completed, salary ranges will be established for each position or class. We are presently making a survey in industry and other states as

(Continued on page 26)

Pay Increments

By JAMES P. DODGE
Administrative Assistant State Highway Commission

WHAT IS an increment? What is the increment salary increase plan? Will the plan bring any benefit to me, just one individual employee?

No doubt these questions are in the minds of many of us. A few have been able to ask and receive answers personally from their supervisor, but for the majority who cannot this article has been written.

"Increment" means simply an "addition." Specifically, the definition of increment is "one of a series of regular consecutive additions of like value." Therefore, the increment salary increase plan means that each eligible employee may have a regular stated addition to his salary at consecutive intervals.

The monthly increments range from $5.00 to $14.00, the amount to be determined by the minimum salary of your classification. The interval between increment additions is one year. To be eligible you must have completed 12 continuous months' service without having had a salary increase or salary change upward as a permanent, full-time employee. The plan applies to both permanent certified employees and permanent non-certified maintenance employees.

There are two types of increments (both in the same amount). The first is the automatic increment. It shall be paid to eligible employees whose annual salary is below the middle of the salary range for their positions. The second type is the merit increment. If funds are available after automatic increments are paid, a merit increment may be paid to eligible employees at or above the middle of their salary range whose work has been satisfactory and in accordance with accepted standards. Employees to receive merit increments must be selected and recommended by their supervisor and department head. Merit increments sometimes are called efficiency increments.

Let's take an example or two. You are a Junior Highway Inspector originally employed January 1, 1945. Your present salary is $3,000 and your last salary increase was

(Continued on page 26)

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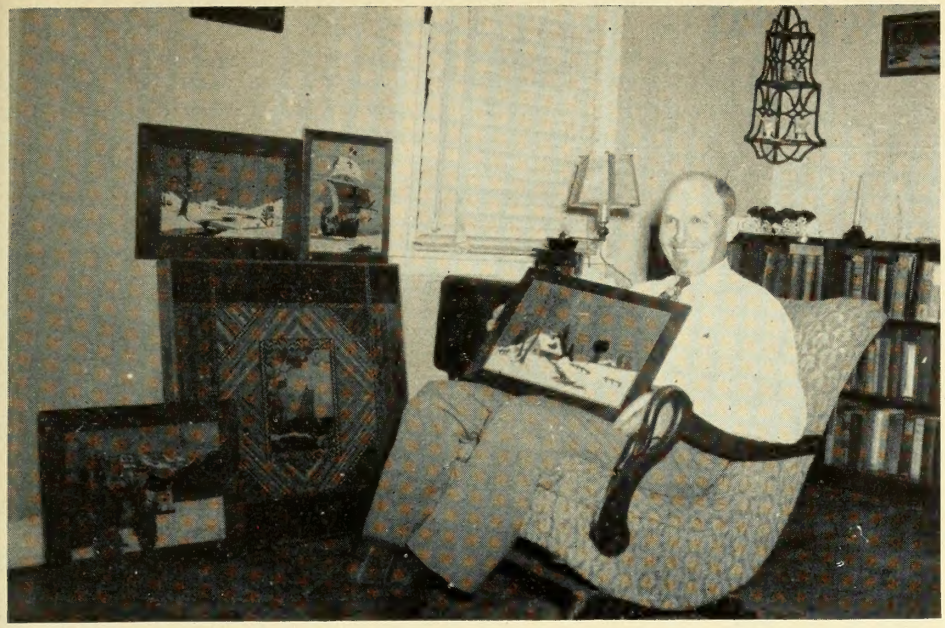
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WOOD ENTHUSIAST

The picture J. G. Gibbs holds in the above photograph looks like a painting, doesn't it?

In reality, it is an inlaid wood mural made of many different types of wood pieced together in minute detail. Making these wood pictures is Mr. Gibbs' hobby.

As a Highway Commission employee for the last 15 years, Gibbs has been pursuing his hobby during his spare time. His skill comes as a result of lifelong interest in wood work. It began when he made an inlaid wood map for one of his children in school. His workshop behind his home in Raleigh (where he was located until recently) contained over a thousand dollars worth of equipment and some 133 species of woods from every continent.

His murals, now some 50 in number, have been exhibited at the North Carolina State Fair, Meredith College art department, the Spartanburg, S. C., Fair and at the Raleigh Woman's Club. He is a favorite speaker for civic groups.

Mr. Gibbs' skill also extends to other types of wood work. He has made over 100 inlaid card tables (like the one shown above) and all sorts of household furniture, including dining room tables, book cases and shelves. When NORTH CAROLINA ROADWAYS went to interview him, he was working on a beautiful walnut dining table.

He built 136 feet of kitchen cabinets for the Forest Hills Baptist Church of Raleigh, his church until recently. President Truman was the recipient of a gift from him—a table-desk with a map of the United States inlaid in the surface wood. The map contained 53 different types of wood and took 200 hours to make.

Mr. Gibbs and his family have recently moved to Greenville where he handles right-of-way claims for the Second Division. NORTH CAROLINA ROADWAYS congratulates this veteran employee for his worth-while hobby.

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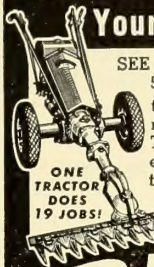
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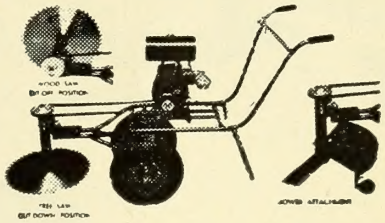
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Pay Increments

(Continued from page 23)

received on September 1, 1949. On September 1, 1950, you may be eligible to receive a merit increment of $96 when and if qualified by recommendation of your department head. It is figured this way: the minimum, mid-range and maximum for Junior Highway Inspector is $2,520—$2,844—$3,168; since the minimum is $2,520 the corresponding allowable increment is found from the table to be $96; your salary of $3,000 is above the mid-range, therefore, a merit (efficiency) increment may be recommended, and your new salary could be $3,096.00 per year.

A permanent Truck Driver's monthly salary of $162 was last increased on July 1, 1949, when the 20 per cent was made a permanent part of base salary. He received an automatic increment of $6 per month or $72 per year on July 1, 1950, which amount will be added each year if he continues eligible until he reaches the mid-range of $186. Thereafter, until the maximum of $210 is obtained he must be qualified and recommended for each additional $72 annual merit increment. Since the allowable increment is based upon the minimum salary, it will remain constant throughout the salary range in any one classification.

We come now to your third question, will the increment plan bring any benefit to me? I think that has been answered in part, but let's sum up the benefits, both tangible and intangible. The payment of automatic increments is required by law, and thus you are assured of regular increases annually on completion of 12 months continuous permanent service, until you reach the halfway mark in your salary bracket. Thereafter, if you merit an increment increase by greater efficiency or acquired skill, you may qualify for other increments to the top of the bracket. This means that you can reasonably count upon a raise each year for from four to eight years. While you are learning more about your job, you will not be forgotten, nor will your diligence and increased efficiency go unrewarded. The merit increment will be an incentive to extra effort, greater knowledge, and increased efficiency on the job. The merit increment means exactly what the name indicates, that those who merit them will receive them. Funds probably will not allow more than a few raises based on merit; and therefore, the satisfaction of gaining one will be more appreciated.

A few points might be made here:

1. The plan applies to permanent, full-time employees, certified or non-certified.

2. Eligible employees must serve 12 months without having had a salary increase or salary change upward.

3. Automatic increments must be paid to eligible employees.

4. Merit increments may be paid to eligible employees when and if recommended by the department head and if funds are available.

5. Increments are based upon minimum salary in the employee's classification.

6. Allowable increments may not be split except in specific cases to bring salaries to a new minimum or maximum.

7. Maximum salary in any classification cannot be exceeded.

8. It is not intended that all employees eligible for merit increases shall receive them, but they will be awarded on the basis of efficiency, aptitude and skill.

The increment salary increase plan as provided by law and developed by the State Personnel Department may be likened to an investment paying an annual three per cent dividend on your salary, which is a pretty good return in this day and time.

In this article State Personnel Director Henry Hilton (Right) and James P. Dodge, Highway Commission Administrative Assistant, discuss two matters of vital importance to all highway employees.



FFV

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Job Classification

(Continued from page 23)

to what salaries are being paid for jobs similar to these in our state and we hope that our salaries will compare favorably.

I am sure all employees realize that enormous task involved in studying the duties performed by each employee and the difficulty in arriving at a proper classification for each position. There may be instances in which we have not properly evaluated duties and responsibilities. If you have some question concerning your own classification after you have received notice of how you are classified, you should contact your supervisors and they will be glad to discuss the classification plan with you. Adequate procedures will be established to see that your case is given careful review if you decide that you have not been given proper consideration.

We appreciate the cooperative attitude the highway employees have displayed in helping us establish a personnel program. It will by no means immediately solve all our problems, but we hope that by working together we can establish sound and fair policies that will benefit both employees and the state.



PEP MEETING—1923 STYLE

Pep talks and barbecues are nothing new for the Highway Commission. Take, for example, the above picture snapped at a Tarboro pep meeting in August, 1923. Commissioner Frank Page and several other highway officials met with employees to give a boost to the vast road-building program of that year. The meeting was held at the Tarboro courthouse and later the group gathered at the fairgrounds for a barbecue. The state at that time was divided into five highway districts.

W. E. (Bill) Dayberry of Lawndale in the Ninth Division will know to be careful next time. He recently suffered a broken arm and leg and was a patient in Gaston Memorial Hospital after falling from the top of an asphalt tank car.

Think, act and live safely—that others may live.

Some girls let a fool kiss them. Others let a kiss fool them.

Science has made the world a neighborhood; only man can make it a brotherhood.

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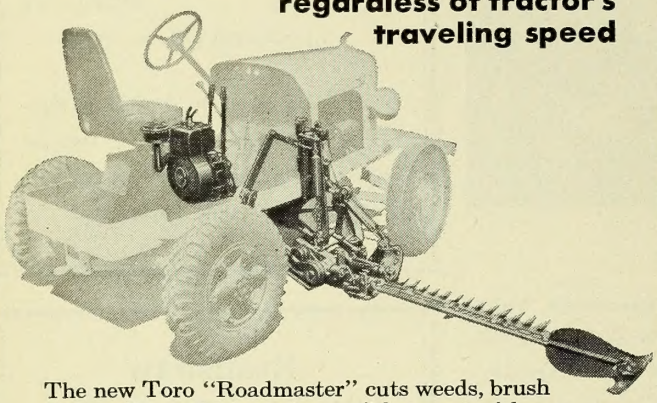
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Sickle driven by *independent engine* gives constant cutting speed regardless of tractor's traveling speed



The new Toro "Roadmaster" cuts weeds, brush and saplings which are impossible to cut with conventional "power take-off" mowers. Its independently powered sickle maintains a constant cutting speed . . . shears through growth up to 2⅜" . . . does a much cleaner job in half the time!

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WHY FATHERS WERE BORN

There's something about a tiny girl
That can lay a strong man low,
And make of him her willing slave
In just a year or so.

There's something about a little lass,
Who will hug her father's neck,
That gets her anything she wants—
Let any brother check !

There's something about a fair coquette
Not clear to the undergrad—
The fact that from her babyhood
She practiced on her dad.

—Author Unknown

SAFETY NOTES

The Seventh Division safety meeting was held at the Salisbury Prison Camp on April 19. District Engineer George Rike, assisted by Division Safety Chairman J. G. Bright, were in charge.

The Sixth Division is becoming more safety conscious by placing fire extinguishers at all hazardous points. . . . W. M. (Bill) Dye, rock crusher foreman, is to be commended for his work in improving safety methods around crushers.

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Primary Highways

(Continued from page 21)

ciation of State Highway Officials, linking up the nation in a top-notch automotive transportation system.

Tentatively, North Carolina's part of the system will run along these proposed routes:

Along US 301 from Virginia via Fayetteville and in the general area of 301 or 15 to South Carolina.

From the Virginia Line at US 1 via Henderson, Durham to Greensboro, Charlotte, Kings Mountain to South Carolina;

A branch route leaving Greensboro, through Winston-Salem, Statesville, Asheville and on to Knoxville;

Another branch off that from Asheville to Hendersonville, Tryon and Spartanburg.

Work on the state system has already begun to dove-tail with this federal plan. The first link of highway built to Interstate Route specifications is the newly-completed segment of US 29 between Lexington and Thomasville. Work is under way on a by-pass around Durham which will meet these standards and tie in with the system. The Henderson by-pass is another. Other links already are in the blueprint state.

The new primary road survey discussed by the Commission at its January meeting will encompass these plans and others. It will tell the Commission where it ought to go and how it should get there during the next few decades. Recommendations made will not necessarily be carried out during the current administration or the next two or three, for that matter. They will serve as a master guide, pointing the way for future highway builders.

Lastly, is North Carolina's primary highway work lagging behind in comparison with her neighbors?

A few close glances at the vast mileage of good roads in North Carolina compared with those of other states will show why Tar Heel roads sometimes seem less adequate to the passing tourist.

North Carolina is a state of small farms, villages and towns. Although industrial development in the state is such that it ranks among the leaders in total industries in any state, mills and factories are so widey dispersed on a statewide basis that no great congestion of population or industry occurs at any one point.

This state has no showplace boulevards like the Pennsylvania Turnpike or the Shirley Highway in Virginia. This is understandable. It has no overwhelmingly large pressures of traffic pouring from one section of the state to another or through it from one region to another.

The net result is that North Carolina's good state highways are spread out over a mileage which would reach from here to Japan—more than 10,000 miles of it. Whereas other states are proud of hundreds of miles of super-highways seen by the tourists, North Carolina has thousands of miles of less spectacular but equally satisfactory highways used almost exclusively by her own citizens.

Doubled-laned US 1 funneling southward from Washington to Richmond typifies one traffic condition not found anywhere in North Carolina. The James River, narrow and easily spanned at Richmond, is a bottleneck for all southbound traffic from the northeast. The great volumes of traffic pouring toward the south converge on this bridge, and these volumes clearly demand a superhighway facility. South of Richmond at Petersburg, US 301 branches off US 1 and farther south through traffic may choose any number of highway routes across North Carolina toward Atlanta or Florida. There are no serious bottlenecks like the James River or large urban centers dominating the state like Richmond. North Carolina's highways serve a well dispersed and little congested population.

Would North Carolina be better served by a few super-highways instead of the many dispersed routes?

Experience would hardly say so, although certain heavily traveled sections of North Carolina eventually will require four-laned highways. (US 29 between Greensboro and Charlotte would be first to qualify.)

North Carolina is well prepared for the Atomic Age of dispersed living. Her 64,000 miles of state-controlled highways—the largest state system in the nation—demonstrate this. The approval of a $200,000,000 bond issue for secondary roads by the people of the state last year shows that North Carolina is still largely rural minded. Her people are continuing to demand good primary roads **and** good secondary roads..

North Carolina's primary roads—although they may require many long years of reconditioning—are not being neglected. They are the backbone of an expanding highway program helping keep North Carolina the best balanced state in the union.

Remember the human side of safety; get close to those you work with; you wouldn't run over the boss, neither would you run over Golden Curls and Blue-eyed Girls !

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William L. Felts.....Asst. Mgr.
William F. Aimone.....Asst. Mgr.
Charles R. Moore.....Asst. Mgr.
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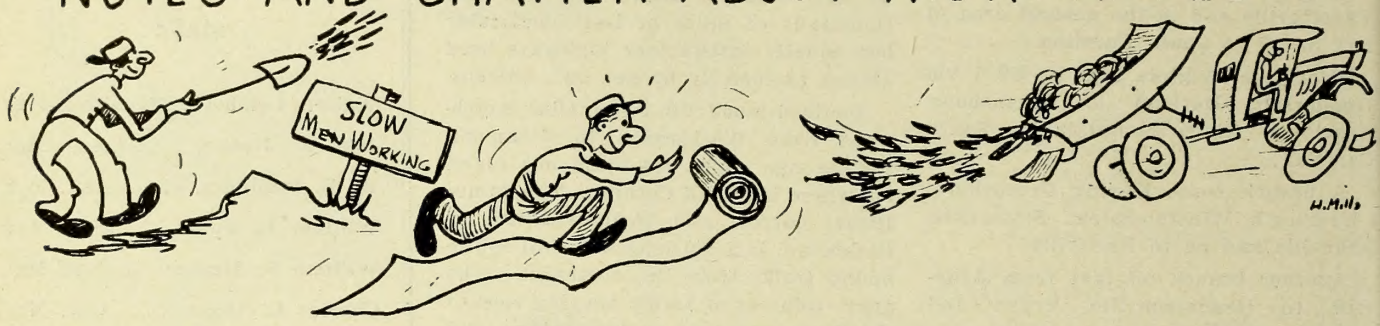
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TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



DIVISION ONE

A CHALLENGE COMES roaring up out of the land of rock fish muddles this month. . . . Our division correspondent reports some interesting facts unearthed from employees' service records. . . . "While getting up our list of men for the service emblems," *Shirley Jones* writes, "we were struck by the number of men with long service records in Division One." . . . Then she proceeds to show that 54 men in the First have been with the Highway Commission more than 20 years and 27 more than 25 years. . . . "Can anybody beat that?" asks Correspondent Jones. . . . How 'bout it?

WE ALSO HEAR from down east that work has begun on Division One's biggest project this season, the Roanoke Sound bridge from Nags Head to Manteo. . . . Folks down that way, and visitors to "The Lost Colony" felt the need for a new bridge long ago. . . . *E. H. Baggs* is resident engineer, and the first test pilings were driven several weeks ago.

FIRST DIVISION FOLKS live near the sea, and many of their activities have some relation to it. . . . One of our correspondents reports that a large sturgeon was caught recently in a shad net at Mann's Harbor. . . . The fish put up a determined fight and had to be knocked in the head to save the net. . . . The sturgeon was eight feet long and its roe brought $60.

I. P. KING, supervisor of Roduco, who had been away from work since March because of illness returned to his job in mid-May. . . . And *W. L. (Fats) Etheridge*, section foreman in Manteo, has recovered from his attack of pneumonia.

RESIDENTS OF the Dare County mainland have been seeing some of their dreams come true recently. . . . Last fall the Highway Commission finished surfacing the Mann's Harbor-Stumpy Point road. . . . This spring they've been working on the Mann's Harbor-East Lake road and it should be finished by the time you read this. . . . Pavement of these roads means that visitors to the Nags Head-Manteo vacation region can enjoy the beautiful ferry rides across Alligator River and Croatan Sound without eating dust or forging through mud between ferries.

FORTY-TWO HIGHWAY employees of the second district enjoyed an informal personnel meeting (and rock fish muddle) at Conway on May 12. . . . Folks in the First know how to combine business with pleasure.

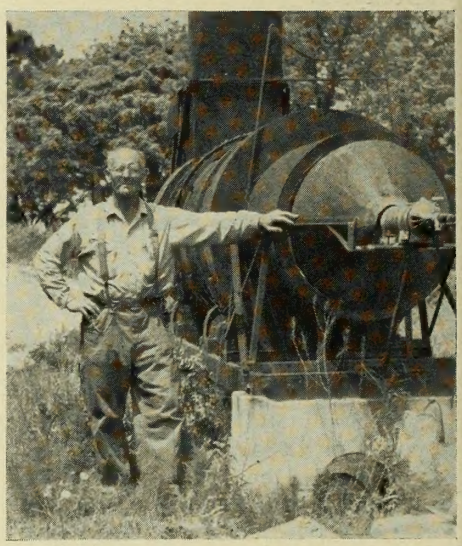
U. R. GRANT, who underwent a major operation in January, has been improving this spring and may be back on the job by the time this sees print.

W. W. WHEELER, maintenance supervisor at Conway, echoes the sentiments of all highway employees and especially those in Division One when he says the only way to keep our expanding road-building program moving on schedule is to "keep accidents from happening". . . . From what we've been hearing, the First Division has an "on-the-ball" safety program. . . . More about that later.

DIVISION TWO

THE SECOND gets due recognition this month outside "Tar Wheels". . . . We're referring to the long article on the Merrimon Road in Carteret County. . . . You shouldn't miss reading it elsewhere in this issue.

THIS MONTH we find the Second singing the praises of *W. A. Parker*, blacksmith for district three at Kinston. . . . The picture of Parker you see on this page shows him resting his hand on the sand dryer he built from scrap materials picked up here and there. . . . Total cost was probably not much more than $250 to $300. . . . Like *Everette Setzer*, last year's McCrary Award winner, Parker knows how to build things and save money.

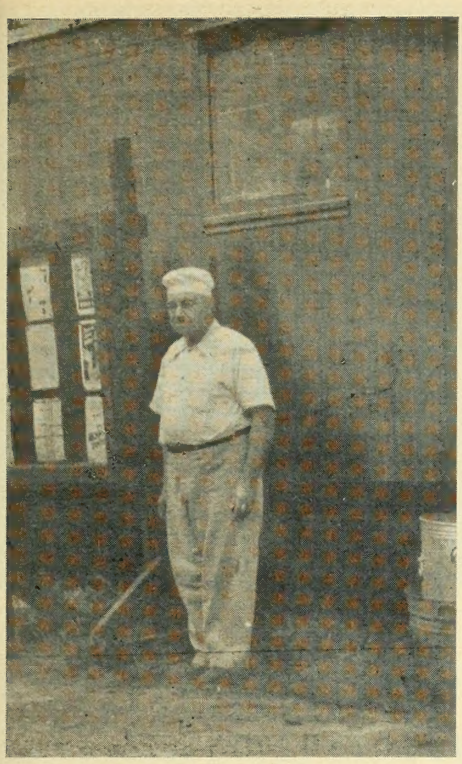


BLACKSMITH PARKER

WE HEAR THAT *W. L. Wetherington*, shovel operator in district two, is the proud papa of a son born May 5 at Duke Hospital, Durham. . . . The division sympathizes with *J. C. Skinner*, machine operator of Newport, who lost a daughter on May 5. . . . And sympathy goes to the family of *C. R. Hart*, bridge tender at Snead's Ferry, who died suddenly on April 30. . . . On the sick list recently were the son of *Edward Smith*, who had his appendix removed, and *J. W. Wiggins*, ferryman of Vanceboro.

C. Y. GRIFFIN, senior resident engineer, traveled to Wilson recently for induction into the Ancient Arabic Order, Nobles of the Mistic Shrine.

AND OUR FINAL ITEM CONCERNS the road oil outfit of *I. F. Hardeman*. . . . Recently it finished the road from Columbia to Sandy Point and moved on to Belgrade. . . . The picture you see on this



M. B. OUTLAND

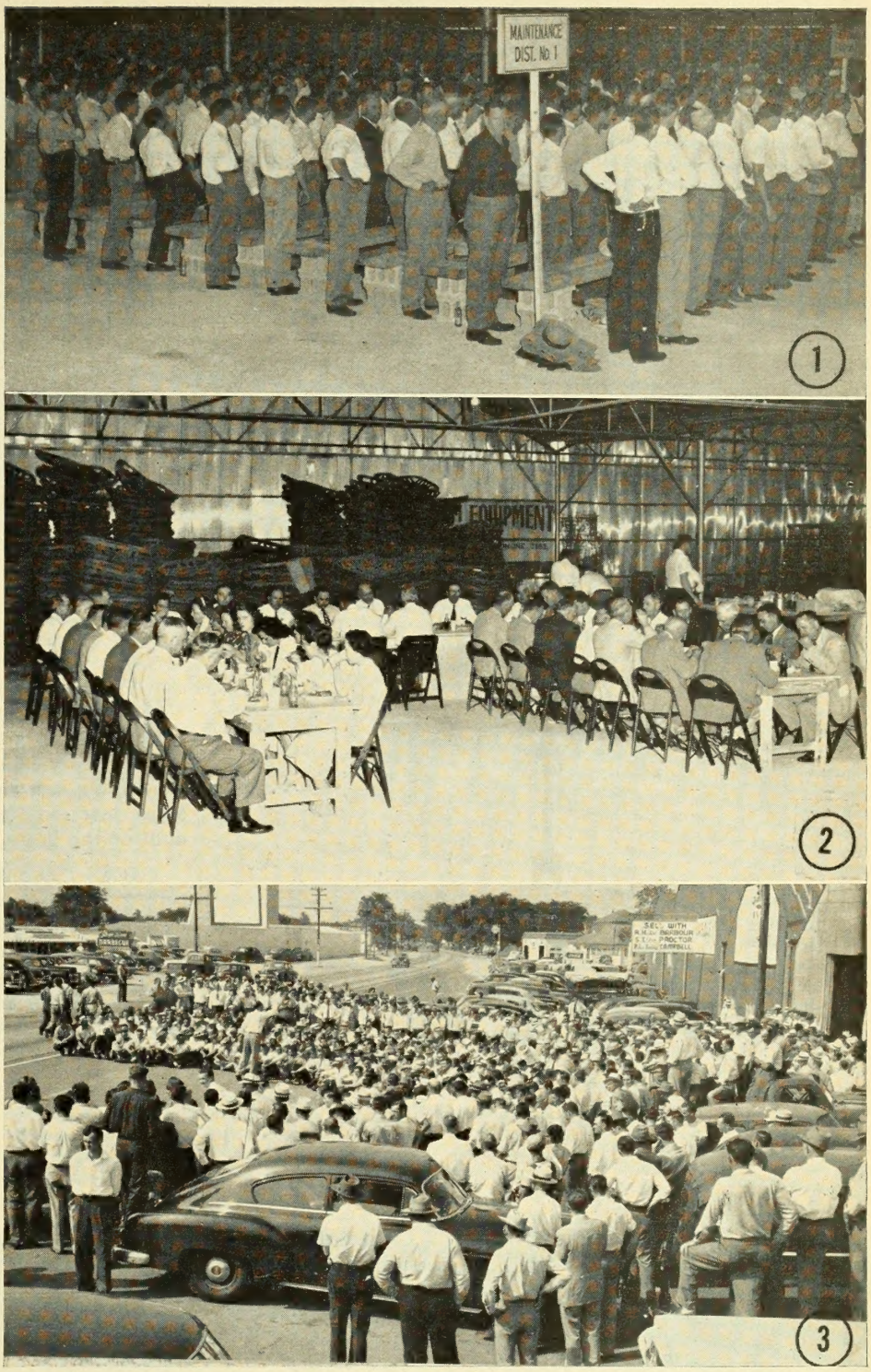
page shows one of the most important members of that road oil outfit. . . . The man in the chef's hat is *M. B. Outland*, its cook.

DIVISION THREE

COMMISSIONER WILBUR CLARK, *Division Engineer L. E. Whitfield* and their cohorts climaxed an excellent series of personnel meetings held throughout the state when they entertained Governor Scott and Raleigh highway officials at Fayetteville in mid-May. . . . It was the eleventh such meeting for the Governor since he began his special tour of the highway divisions in February. . . . And from all reports it was one of the best meetings held. . . . Somebody did a swell job organizing the program and the barbecue that followed.

THE PHOTOGRAPHS you see on this page show some of the Division Three folks who flocked to Fayetteville for the special event. . . . In the top photograph Engineer Whitfield has just recognized maintenance personnel of district one. . . . The second shot shows some of the highway folks digging into the barbecue. . . . The third photo, taken outside the Fayetteville tobacco warehouse where the meeting was held, reveals the problems of *Fort Bragg Photographer Rell Clements* . . . He was taking a picture of all Division Three personnel—a big job !

TWENTY-FIVE SUPERVISORY employees entertained their ladies at a sea food dinner at Kure's Beach recently. . . . But the big news about that dinner is that it was prepared entirely by the men, even down to washing the dishes !



ROADBUILDERS AT FAYETTEVILLE

RESURFACING has been finished on US 74 and 76 and NC 130 at Whiteville, and the jobs look fine. . . . And by the way Whiteville was the scene of a two-county safety meeting recently. . . . *Safety Engineer Tarvia Jones* made the principal speech followed by a fire extinguisher demonstration. . . . Employees from Columbus and Brunswick Counties attended.

MR. AND MRS. S. H. BOLTON have announced the birth of a son, *Stacy H., Jr.*, born May 21. . . . Stacy, Sr., is with the soil laboratory in Fayetteville.

THE DIVISION EXTENDS congratulation to *L. G. Byrd*, rodman in the Locating Department. . . . He married *Rebecca Craig* of Stanley on May 13.

TRAGEDY STRUCK in the home of *Alton Davis* of Bladen County during May. . . . His small child was playing in the yard, fell and struck its head on a pump handle. . . . It lived only a few hours.

C. T. SPELL and Howard Hair have been sick recently.

(Continued on page 34)



THEN

THEN AND NOW

HIGHWAY people have changed considerably in the last 28 years—but not as much as you might think. Contrast these two pictures taken 28 years apart—one at Lake Myra just outside Raleigh in 1922 and the other on the mall of the State Capitol in 1950.

THEN—"The War to End All Wars" had ended four years before. The T-Model was a car of distinction. Women wore wide-brim floppy hats but the hem line was gauged about where it is today. See if you can spot H. K. Witherspoon (seated in the center with the usual camera, glasses, dark coat and white trousers—that's his wife and daughter on the right), Cecil Stearns (the "bathing beauty" seated on the right, front row, with his new wife), Ina Ferrell (on the





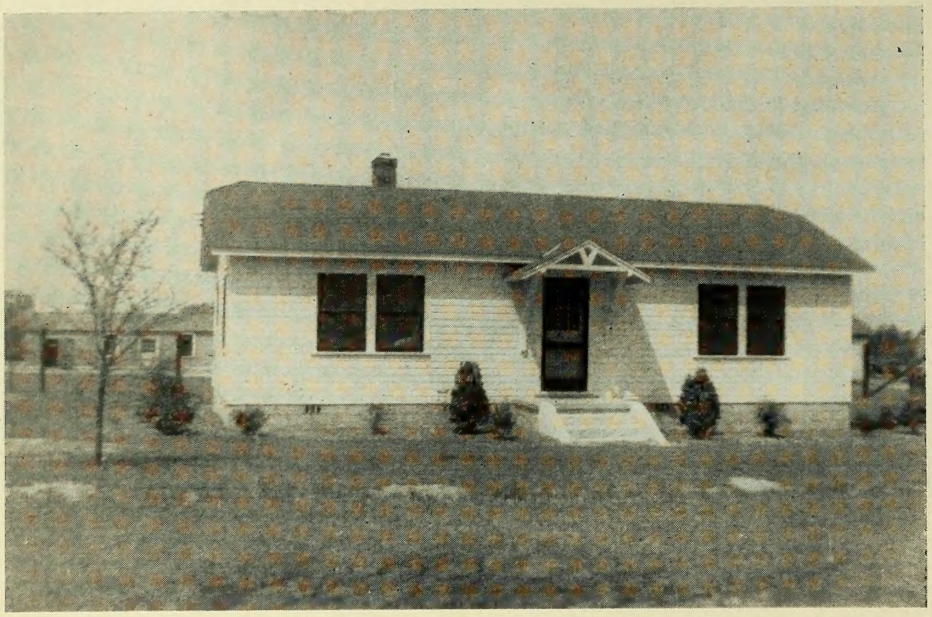
back row between a woman wearing a dark hat and one wearing a white hat), T. N. Park (in the bathing suit third from the far left), Sam Smith (center, wearing a straw hat and standing behind his wife who wears the checked dress), B. W. Davis (standing behind Commissioner John Sprunt Hill, wearing a dark suit and a delegate tag), and Lillian Sorrell (center right in the wide-brimmed white hat standing behind the small boy with the dark cap).

NOW—The 1950 photograph (taken last May) shows how the highway headquarters family has grown in 28 years. These highway people—like those of 1922—are in the midst of a gigantic road improvement program. A second World War is five years behind them. So times—and styles—haven't changed as much as they seemed to over three decades!

NOW



(Continued from page 31)



NEW OFFICE FOR THE FOURTH

DIVISION FOUR

NASH COUNTY EMPLOYEES think the spirit of cooperation works well on and off the job. . . . And they prove it by action, not words. . . . In 1947 about 15 or 20 employees banded together and helped *J. A. Mitchell* finish building his new home on US 64. . . . The plan worked so well that the group pitched in later and did the same thing for *H. A. Turner*, *P. D. Medlin* and *F. M. Rackley*. . . . So when *Division Engineer T. J. McKim* came over to Prison Camp 403 to a barbecue and fried chicken supper this spring, they knew exactly what he meant when he talked about the value of cooperation among large groups of working men. . . . Their splendid cooperation off the job created good will and harmonious relations on the job. . . . And that's what it takes in roadbuilding.

THE FOLKS AROUND division headquarters in Wilson did some real spring cleaning this year. . . . A new floor polishing machine and power lawn mower helped give them inspiration.

DIVISION PEOPLE miss *Right-of-Way Engineer J. G. Gibbs*, but they welcome *O. T. Green* who took his place. . . . And the welcome mat also went out recently to *Dave Hancock* and his Locating Department party. . . . Still another switch in personnel is the transfer of *N. B. Pace*, superintendent at Prison Camp 403, to the same job at Camp 111. . . . His replacement is *John E. Delbridge*. . . . *Helena Morgan*, formerly secretary in the district engineer's office at Raleigh, has joined the soils laboratory.

W. O. PUCKETT, road oil machine operator, has been ill at home recently. . . . And the same goes for *S. R. Livesay*, office engineer at Wilson. . . . *Hoyt B. Nichols* is still on his feet after attending the Shrine ceremonial.

ELSEWHERE ON THIS PAGE you see the spanking new office of *K. G. Andriessen*, district three resident engineer. . . . It's located beside the district engineer's office behind the State Fair Grounds at Raleigh. . . . *Lloyd Cutting* was in charge of construction and deserves high praise for his work.

CONSTRUCTION is well under way on the new State Highway Equipment Depot across the railroad near the State Fair Grounds. . . . Concrete foundations have been laid for the proposed district three shop buildings adjacent to its present location.

TOMMY JOYNER, senior highway inspector, has been supervising construction on grading operations for the new location of US 15-A south of Raleigh. . . . That section of the State Capital City will be drastically changed in appearance when the new highway is finished.

JOHNSTON COUNTY employees held a barbecue supper recently as part of a meeting called to stress better construction and maintenance work. . . . *Division Engineer T. J. McKim*, *Assistant Division Engineer Earl A. Crump* and *Division Mechanic E. T. Pearce* were speakers. . . . Each employee was given a chance to ask questions or make suggestions.

W. H. WATKINS, section foreman at Benson, has been ill recently. . . . The same goes for *J. W. Burnett*, who has a record of 26 years' employment with the Commission. . . . *Bill Kemp, Jr.*, son of *Mr. and Mrs. W. L. Kemp*, fell recentl and broke his arm.

DIVISION FIVE

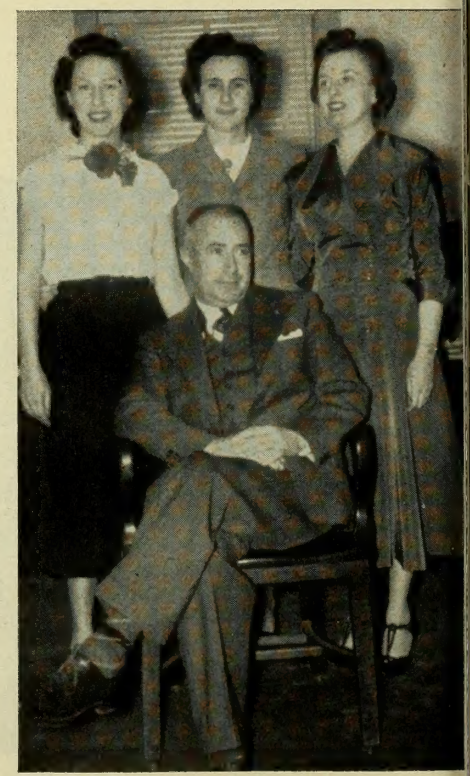
MOST COUPLES LOOK BACK on thei wedding day as one of the most eventfu occasions of their lives. . . . For *Jac Martin*, rodman with the Fifth Divisio in Greensboro, and his wife this was true but even more so. . . . Their weddin back in the early part of the year wa highlighted in connection with a nationa network radio show in California.

THEY RECEIVED that distinction be cause Mrs. Martin, the former Elois Knight, wrote the sponsors of the radi program, "Bride and Groom," telling then that she and Jack would like to appea on the program. . . . They did an wouldn't take anything for it.

JACK AND ELOISE WERE INTER VIEWED from a studio in a Los Angele Hotel and immediately afterward marrie in a private ceremony at a nearby chapel . . . As a result of their appearance, th couple received "all this and heaven too —a week's honeymoon at the Coronad Hotel at Dey Coronado, Calif., an exclu sive resort spot frequented by the movi stars and others who can afford it. . . They also got numerous gifts including piano.

THE PICTURE YOU SEE adorning thi page shows what a good eye the Fifth ha for picking secretaries. . . . That's *Divi sion Engineer T. A. Burton* posing in th center and the better looking scenery from left to right is *Marjorie Lynch Margaret LaRoque Howell* and *Beyr Neese Mateer*.

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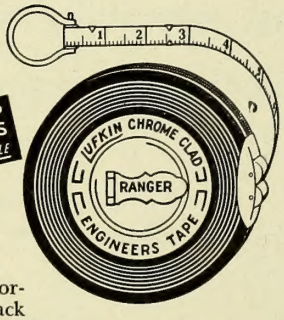
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FROM DISTRICT ONE our correspondent sends several thumbnail sketches. . . . See what you think of his comments. . . . *Margie D. Scarce*, always ready to lend a helping hand from punching a typewriter to holding a jack to fix a flat tire. . . . *Mrs. Bankhead*, very efficient secretary in the Right-of-Way Department. . . . *J. H. Proctor*, district engineer, works late at night and rises early (5 a.m.), smokes over-sized cigars. . . . *M. T. Adkins*, senior right-of-way engineer who spends his spare time on the fairway (and maybe in the rough) playing golf. . . . *Vance Hughes* of Granville County, better known as Butch, a good mechanic. . . . *E. B. Critcher*, rock crusher foreman, who spends much of his spare time talking about the good old days when roads were built with mules.

MRS. JUNE KNIGHT has joined the district office staff in Durham. . . . She hails from Sanford. . . . *W. J. Rayl*, veteran Commission employee, has been sick since February and may be back on the job when you read this. . . . The Fifth learns with sadness of the death of *James Patrick Thompson*, 65, who passed away in Henderson after a brief illness. . . . He had been with the Commission for 19 years.

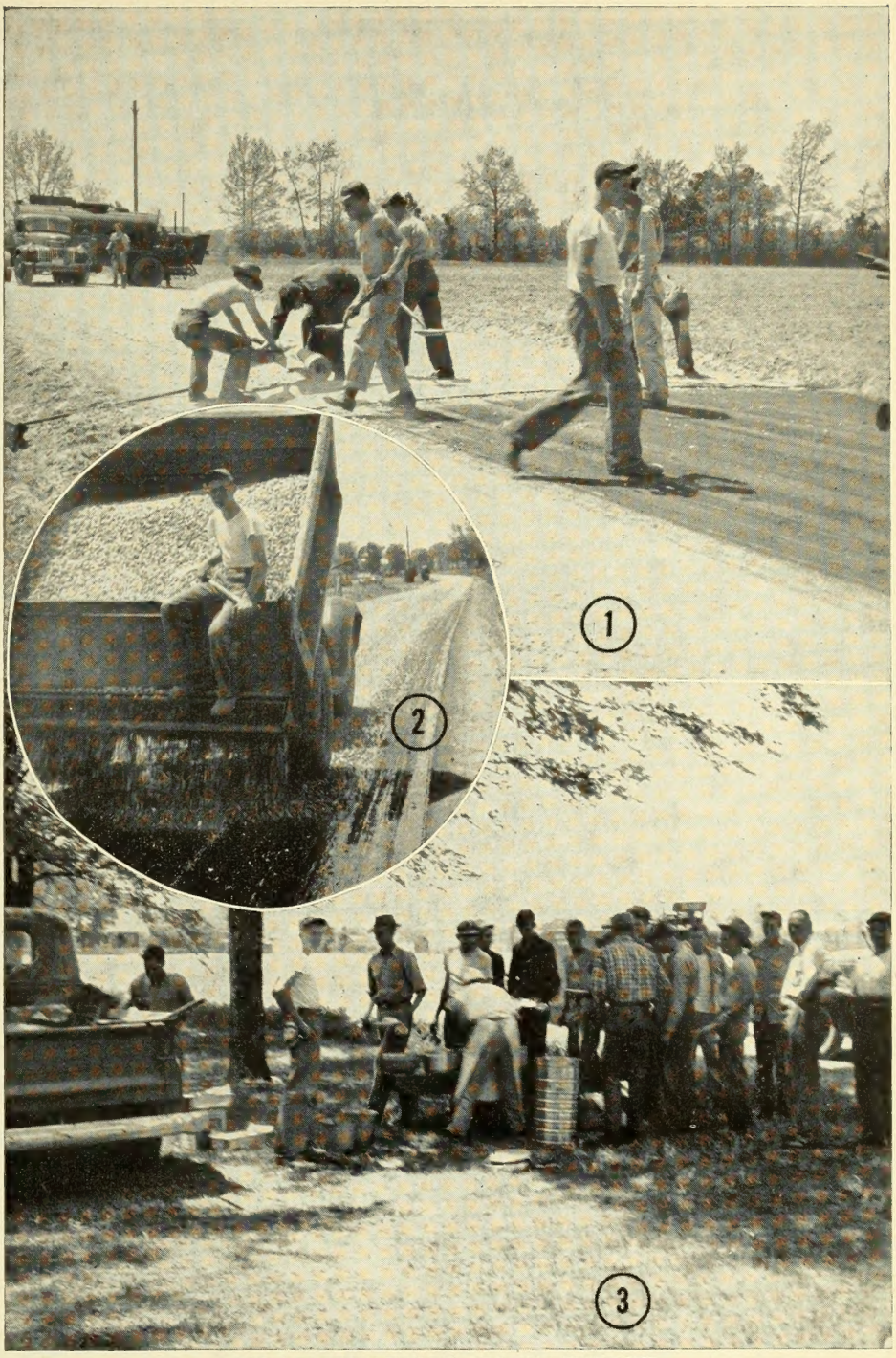
DISTRICT TWO personnel enjoyed a pork and chicken dinner recently at the Boy Scout Lake near Graham. . . . After the invocation by *District Engineer L. H. Gunter*, the crowd fell to with a gusto that opened many eyes and stretched all belts. . . . A grateful resident of the area was responsible for the best part of the good food. . . . He donated a small pig some months ago after highway personnel finished surfacing a road near his home. . . . *Willie Parrish*, motor grader operator, fattened it up through the months.

MARY BETH THOMAS, daughter of *Maintenance Supervisor R. S. Thomas* was married on June 4 to *Solomon Dewitt Edwards* at Greensboro.

ON MAY 10 Fifth Division supervisory personnel held their annual golf tournament at Greensboro. . . . This has become an annual custom on the Memorial Day holiday. . . . Participating from the SH&PWC were *T. A. Burton*, *W. W. White*, *P. L. Welch*, *J. I. Lynch*, *M. T. Adkins*. . . . Others who expected to be present but couldn't were *J. W. Jenkins*, *L. H. Gunter* and *Sam Smith* of Raleigh.

ADMINISTRATIVE PERSONNEL of the Fifth are looking forward to a picnic, swimming and golf outing at Starmount Forest County Club and Lake Hamilton on Labor Day, September 4.

RUTH RAGSDALE BURTON, daughter of *Mr. and Mrs. T. A. Burton*, was a member of the graduating class at Madison High School this spring. . . . She plans to enter Guilford College next fall.



ROADBUILDING IN HARNETT

DIVISION SIX

ONE OF OUR REPRESENTATIVES WAS PROWLING around the secondary road system in Harnett County this spring, looking for a good cover-page photograph when he ran up on *W. H. Darden's* road oil crew around Bunnlevel. . . . It was a hot day and the boys had been laying stone and asphalt on the Flat Branch Church Road. . . . Our Photographer decided to take a few snapshots, and here they are. . . . The first picture shows preparations being made for the asphalt distributor to lay a coat over the prime. . . . The second shows a highway truck pouring crushed stone over the mat. . . . And the third is that cool spot under a clump of trees where the gang had chow at noon. . . . In these pictures you'll see, among others, *Alex Maddox*, *Preddy Thomas* and *Ernest Ryals*.

AFTER A LONG HARD 27 years with the SH&PWC, *T. C. Johnston*, senior right-of-way engineer has made a down payment on a new home for Belle and himself. . . . T. C. claims it will be another 27 years before it will be his.

MR. AND MRS. LUTHER BERRIER are the proud parents of a baby girl, Anna Kaye Berrier, born May 20. . . . Berrier is in charge of the Sixth Division soils laboratory located in Asheboro and Lumberton. . . . He was recently transferred here from Raleigh.

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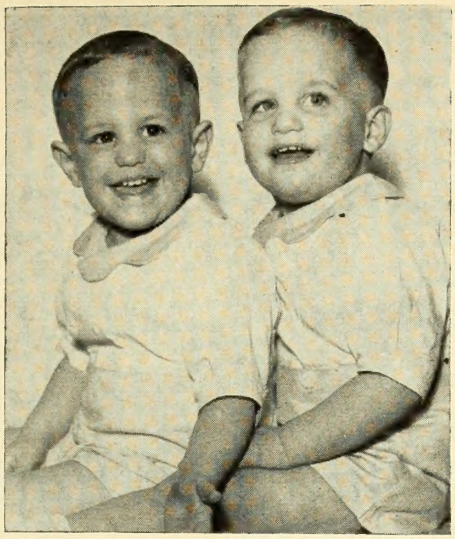
ASHEBORO DISTRICT ENGINEER John G. Hall and his son, Merrill, have recently returned from a two-weeks' vacation in Moline, Ill., home of Mrs. Hall's mother. . . . Mrs. Hall flew out to Moline a week earlier and accompanied them home.

IN EARLY JULY *Wayne Fouts* of Lexington, an instrumentman in the Construction Department, was married to *Jean Tussey* of Lexington and Montreat. . . . Congratulations, Wayne!

A NEPHEW of *J. H. Alford*, division mechanic, was graduated from the Appalachian State Teachers' College on May 12. . . . Alford attended the graduation exercises.

THIS DIVISION'S Equipment Department has been enlarged and remodeled to increase the office space and stock room. . . . And a new addition to the equipment shop at Lexington has already been occupied. . . . The new shop in Carthage has also been finished, replacing the small shop originally designed to handle work in the days of "T" models. . . . And plans are in the mill for a new district shop at Lumberton.

J. C. WALLACE of Laurinburg was loading a tractor on a trailer, the skids slipped turning the tractor over and he was caught underneath. . . . It was half an hour before the tractor could be moved.



DONALD AND RONALD MOORE

. . . Wallace sustained injuries to his ribs and arms. . . . He has been out for several weeks. . . .

ANOTHER SIXTH DIVISION employee had a bad time with an accident. . . . *Jesse G. Corder*, of Siler City, had his arm amputated above the elbow May 10 following a collision between his automobile and another on the old Raleigh Road.

OUR BABY PICTURE of the month comes from *Mr. and Mrs. C. N. Moore* of Siler City. . . . Their twin sons, Donald (left) and Ronald are 2½ years old. . . . Daddy is maintenance supervisor in Chatham County.

DIVISION SEVEN

WE NEVER KNOW what our correspondents will turn up next for "Tar Wheels". . . . Take these first two items from *W. Murr Crowder* in the Seventh. . . . It would seem to a creator that there is a story to be written about 'most anything," Crowder writes. "I am no author, but here are two little authentic tales:"

"It was early autumn, but there had been no crisp mornings. Hot weather seemed to linger, and old man Sol focused his rays on Mother Earth and scorched small vegetation. Small streams disappeared completely. The hot spell finally broke one afternoon with a hail and thunderstorm, and the next morning was crisp, clear and windy.

"A gang foreman walked into the district office, wearing a light pair of cotton trousers and a heavy wool jacket. He hovered over the heater, rubbed his hands briskly, and remarked to the secretary, 'Chilly morning.'

"The lady, after giving him the once over, couldn't resist making a comment. 'Bet you *are* cold wearing those ice cream breeches,' she said.

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"The foreman looked over his specks, shuffled his wool jacket, and replied: 'Yes'um, when that wind out there hit me this morning, I never felt so uneven in all my life.' "

In pre-war days the highway boys with the Maintenance Department frequently played stud poker on rainy days. . . . It was on one of those days that they decided to have a game, and with a lookout man placed at an advantageous point to watch for any intruder, especially *District Engineer T. F. Royall*, the cards were dealt and the fun began.

I don't know how many of you have played poker or watched it played, but according to Mr. Hoyle it is a most interesting and fascinating card game. The lookout man became so engrossed that he left his post of duty to watch a lively pot that was growing with every round of cards dealt.

The game boiled down to only two contestants. The high card player placed a sizeable bet, and his opponent promptly covered and said, "What you got?"

Just at that moment Mr. Royall walked in. Money, cards, players and on-lookers disappeared. Until this day no one knows what the winning hand was, but several of the boys swear it was a Royall Flush.

G. C. McINTYRE, truck driver of Stanly County, who lost his home by fire in February, has moved into his new home in the Aquadale Community. . . . *J. J. Howell* lost his brother, *Marvin Howell*, May 14, when he was fatally injured by a tractor.

THE ENGINEERING DEPARTMENT presents *J. C. Gwin* as the smallest employee in the construction field. . . . "Shorty" weighs 133 pounds and stands only five feet.

M. M. BENSON, Cabarrus County, has returned to work after being off the job with an injured back.

THE NORTH CAROLINA State Highway Employees' Association of Stanly, Cabarrus and Rowan counties recently held its annual county unit meeting to elect officers for the new year.

GEORGE MORRIS, mechanic in the district shop, spent several days in Cincinnati with relatives recently. . . . *Mrs. W. G. Lyerly* has returned to her home in China Grove after being in the Rowan Memorial Hospital.

THE ROWAN COUNTY Shad Fish Club, composed of highway employees who fish in the Cape Fear River in Bladen County, returned home this year with another batch of fish stories. . . . Members of the club are *Joe Graham, Lloyd Safrit, L. A. Cooke, R. T. Rollins, E. L. Setzer, I. M. Powell, Ralph Alderman, Joe Schenck* and *George Morris.*

MRS. H. F. JONES has returned to her home in China Grove after a week's illness in the Mooresville hospital.

THREE DEATHS have been reported in the Seventh this spring. . . . *Fletcher D. Barrier* died May 18 in Salisbury. . . . He had been with the Commission since 1936. . . . *Joel F. Harrington* died the same day. . . . His record of service with the Commission dated back to 1931. . . . And *L. C. Jolly* died May 4 in Charlotte. . . . He started work with the Commission in 1942. . . . "Tar Wheels" extends sympathy to the families of these men.

DIVISION EIGHT

THE "LOST PROVINCE OF 99 FORDS," located in Watauga and Wilkes counties, is fast becoming a part of civilization. . . . Highway workers are bit by bit blocking out a road into that isolated section of Western North Carolina's historic Elk Creek Valley. . . . And all because last fall *Miss Nora Edmondson*, school-teacher in a one-room schoolhouse in the valley, didn't know the word "quit". . . . She wrote Governor Scott of the deplorable conditions in her valley. . . . She got results, too, and now the road is fast becoming a reality. . . . But more about the road and school later. . . . We plan to carry a detailed article on the new road in a fall issue when school reopens.

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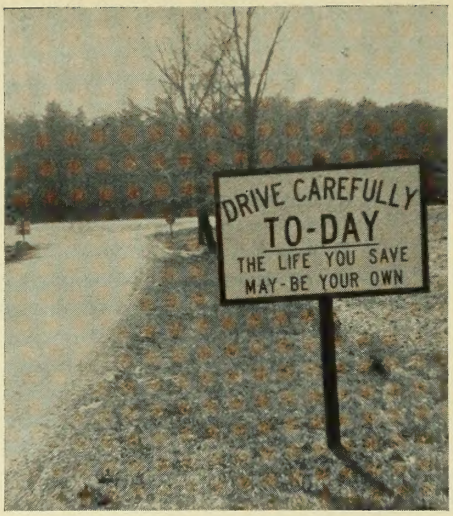
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ATTENTION Eighth Division employees! . . . *Commissioner Goforth* has a big surprise in store for you come next fall. . . . We got a prior word on the doings and thought we would pass it along. . . . The occasion will be a T-bone steak dinner, product of Mr. Goforth's baby beef which by next fall probably will weigh 1,200 pounds. . . . Mr. Goforth plans to enter his other baby beef in a show. . . . Bet he comes back with a blue ribbon, too!

IT RUNS IN THE FAMILY up in Watauga and Ashe counties. . . . Watauga County claims the distinction of having eight members of the Baird family working for the Commission. . . . Over in Ashe, the members of the Bare family working for the Commission number seven.



EIGHT IS ON THE BALL !

Safety Director H. D. Jones has been stressing safety among our own people on the highways recently, and the Eighth Division folks over in Forsyth County thought enough of one of his mottos to do something about it.

Assistant Division Engineer J. H. Councill reports that the sign at left is now posted at the entrance of the Forsyth County maintenance area. R. B. Fitzgerald is responsible. The sign attracted so much attention that similar ones have been erected in all maintenance areas in the Eighth Division. They deserve an orchid, Tarvia !

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IT'S A LITTLE LATE but we still want to bid adieu to former *Division Engineer John C. Walker*, who resigned his position with the Commission in May to become affiliated with the city of Asheville. . . . One veteran roadbuilder had been connected with the Commission since 1919 and served as a division engineer since 1931. . . . A native of Luray, Va., he served successively as construction engineer, district engineer and division engineer during his years of service with the Commission.

DIVISION NINE

IT'S FISHING TIME all over the state, and ever in the Ninth Division our folks are taking full advantage of the season. . . . *R. G. "Smoky" Dellinger* went on a fishing trip to Carolina Beach recently but reports that all he caught was a cold. . . . They say this is unusual for "Smoky" since he has quite a fisherman's reputation. . . . *T. W. Bryant* and *T. F. Walker*, however, say they had a successful fishing trip at Carolina and "captured" 273 trout and blue fish and won a week's free pier fishing. . . . We wonder if this isn't just another fish tale—it sounds too good to be true. . . . *H. D. Smith, Bill Eskridge* and *Jim McClure* have also been trying their luck.

PAUL D. MILLER, JR., elder son of *District Engineer P. D. Miller* is a rising senior at State College and a consistent winner of honors. . . . He is a member of Gamma Sigma Epsilon, honorary chemistry fraternity; Sigma Pi Alpha, honorary language fraternity; and Tau Beta Pi. . . . Besides that, he made the Dean's List and is manager of the State College radio station.

PAGE RIPLEY . . . *Maintenance Supervisor P. J. Corpening* recently found nine yolks in four eggs.

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THE NINTH has its share of births to report and they are all boys. . . . *Mr. and Mrs. Vance W. Cranfill* announce the birth of a son on May 15. . . . *Mr. and Mrs. D. W. Orman*, also a son on May 7. . . . *Mr. and Mrs. Raymond Wilson*, the same on May 8. . . . *Mr. and Mrs. James Dexter Thompson*, a son on April 8. . . And *Mr. and Mrs. Charles G. West*, yes, you guessed it, on May 13.

WELCOMES are extended to *Marion R. Cochran, Gene T. Davis* and *Kenneth E. Mauney* who began work with the Ninth after their graduations from State College in June. . . . The Ninth employees also welcome *Ralph Hord.*

HIGHWAY FORCES are often called on for unusual services. . . . For instance, the crew of *A. J. Mills* helped extinguish a fire in a small building near their work route recently. . . . Without their help the dwelling might have been destroyed.

THE TRACTOR SCHOOL conducted in Statesville during April by *R. H. Edwards, Jr.*, has made operators "parts" conscious. . . . Someone overheard *T. C. Hurley* ask *Joe Warlick*, new Equipment Department mechanic, if his American grader had any "cogwebs" or "spider" gears!"

RECENT VACATIONERS have been *Mrs. W. T. Parks*, wife of a Ninth instrumentman, who visited relatives in Wisconsin in May and *H. F. Arledge*, who with his family recently returned from a trip to Pond Creek, Oklahoma.

THE FOLLOWING have been on the sick list recently: *Steve Hoyle*, son of *Rodman H. A. Hoyle; E. P. Jones*, highway inspector at Hickory; *James Fred Williams*, truck driver at Morganton; *Mrs. Edward P. Causby*, wife of *Edward P. Causby;* the wife of *Robert L. Carpenter*, gang foreman at Woodlawn Quarry; *Lee Sluder*, father of *Thomas and Floyd Sluder* of Marion; *Hoyle B. Carpenter*, truck driver at Spindale; *Robert Roy West*, shovel operator; wife of *Albert L.*

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Branch, truck driver at Woodlawn Quarry; and *Mrs. H. F. Setzer.*

MINISTERS in the Ninth have been busy with marriages in the highway family. . . . *David Winifred Plonk* was married to *Gwen Gloria Huffman* of Maiden on April 8. . . . *W. T. Harbin*, junior highway inspector in Statesville, was married to *Betty Hardister* on May 7.

MEMBERS of the first district mechanic shop recently enjoyed a barbecue at the Bracketts Cedar Park. . . . It was family night and some 63 persons were present.

NORTH CAROLINA ROADWAYS extends sympathy to the family of *Henry Franklin Killian* who was accidentally shot in April. . . . Mr. Killian was steward at the Rutherford County Prison Camp for 14 years and superintendent of Polk County Prison Camp for two years.

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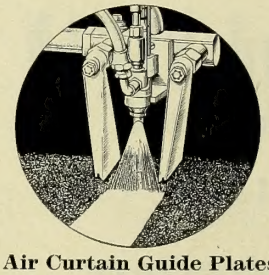
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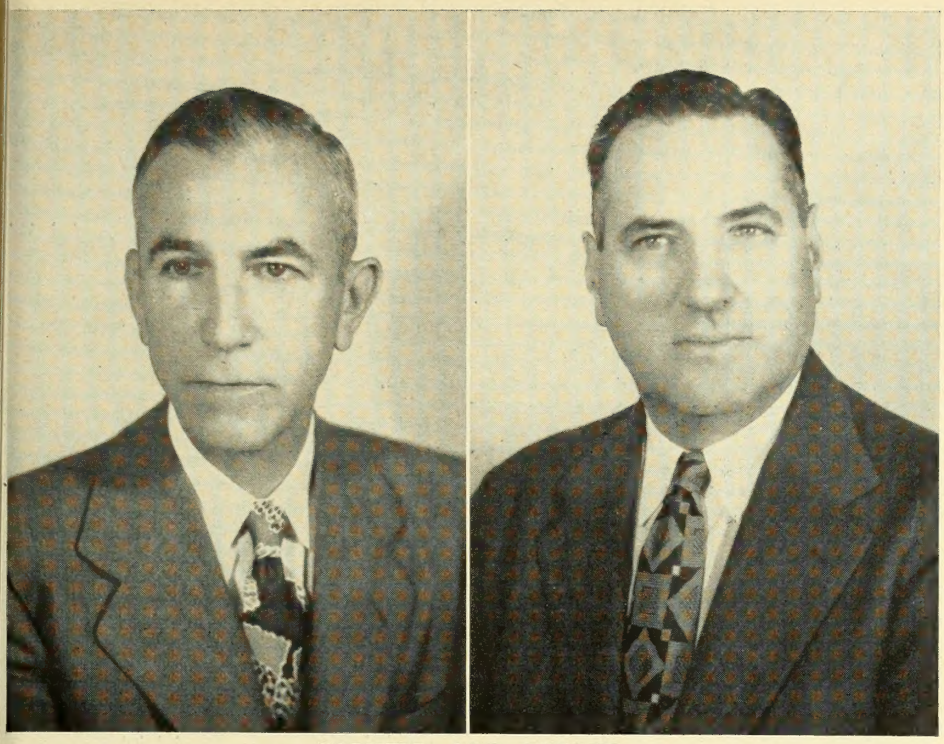
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. . . Sympathy also goes to *Foreman J. B. Murdock* in the recent loss of his mother. . . . And to *Carl W. Christopher* in the death of his father, *Joseph E. Christopher* of Old Fort, a veteran of the Spanish-American War.

MECHANICS at Columbus are proud of their new garage. . . . The new sheet-metal building is a real improvement over their former quarters.

DIVISION TEN

LAST ISSUE we promised you photographs of the Tenth Division's new bosses. . . . And here they are. . . . In the top photograph is *W. M. Corkill*, new division engineer, who moved up the line when *Z. V. Stewart* returned to the Eighth Division. . . . At the bottom is *J. T. Knight*, now assistant division engineer and formerly first district engineer. . . . Both men have service records with the Commission dating back to the early 20's. . . . These changes brought about other transfers. . . . *W. B. Ferguson*, was transferred from Burnsville to Asheville to succeed Knight and *H. D. Aiken* takes Ferguson's place.

R. G. WILFONG of Mars Hill was a patient in Asheville hospital during May.

THIRD DISTRICT counties located in the heart of the Smoky Mountains report great progress in their Go Forward road-building program. . . . According to figures we were able to obtain, Cherokee County is leading the march with Macon running second. . . . First phase of the bond program consists of 96.97 miles let for surface treatment and this mileage should be black topped by the end of the 1950 paving season.

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MUTT AND JEFF

LONG AND SHORT of it. . . . The Mutt and Jeff of the Tenth Division are *Paul Clay* (left) and *Dan Turner*, who certainly qualify for the title. . . . Paul, member of the Bridge Maintenance Department, claims a height of six feet, five inches and weighs 232 pounds. . . . Dan, of the Road Oil Department, stands only four feet, four inches tall and weighs 86 pounds. . . . Can any other division top that?

THE MOST talked-about Tenth Division project is the West Asheville Bridge now nearing completion. . . . As you know, our first issue's cover carried a picture of the bridge and elsewhere in this issue you'll find more details about it. . . . *State Bridge Engineer T. B. Gunter, Jr.*, is extremely proud of the excellent work done by Tenth Division personnel on the bridge. . . . We wish we had room to publish the names of all our folks who helped build it.

TENTH DIVISION COMMISSIONER L. DALE THRASH envoked much favorable comment when he decreed that no political signs would be allowed along North Carolina highways in the Tenth. . . . Western Carolina is conscious of its beautiful scenery, and citizens there object quickly to cheap signs that mar it. . . . All North Carolina could profit by the same attitude.

TENTH DIVISION *Resident Engineer Everett Thomas, Jr., and Mrs. Thomas* were installed this spring as Worthy Patron and Worthy Matron of the Order of the Eastern Star in Bryson City. . . . Left to right in the accompanying photograph are Thomas; *Jimmie Myers*, mascot and nephew of the Thomases; Mrs. Thomas; *Mrs. Ed. Whitaker;* her daughter; and *Ed. Whitaker*, past Worthy Patron.

RALEIGH HEADQUARTERS

THAT GROUP PHOTOGRAPH of Raleigh personnel you see elsewhere in this issue brought varied comments. . . . Many hadn't realized we had so many folks working in the Morgan Street area. . . . While *Photographer Rell Clements* lined them up on Capitol Square, *Chief Engineer W. H. Rogers, Jr.*, announced with mock seriousness, "Looks like we'll have to fire about half our personnel to get them all in the picture.". . . . And inci-

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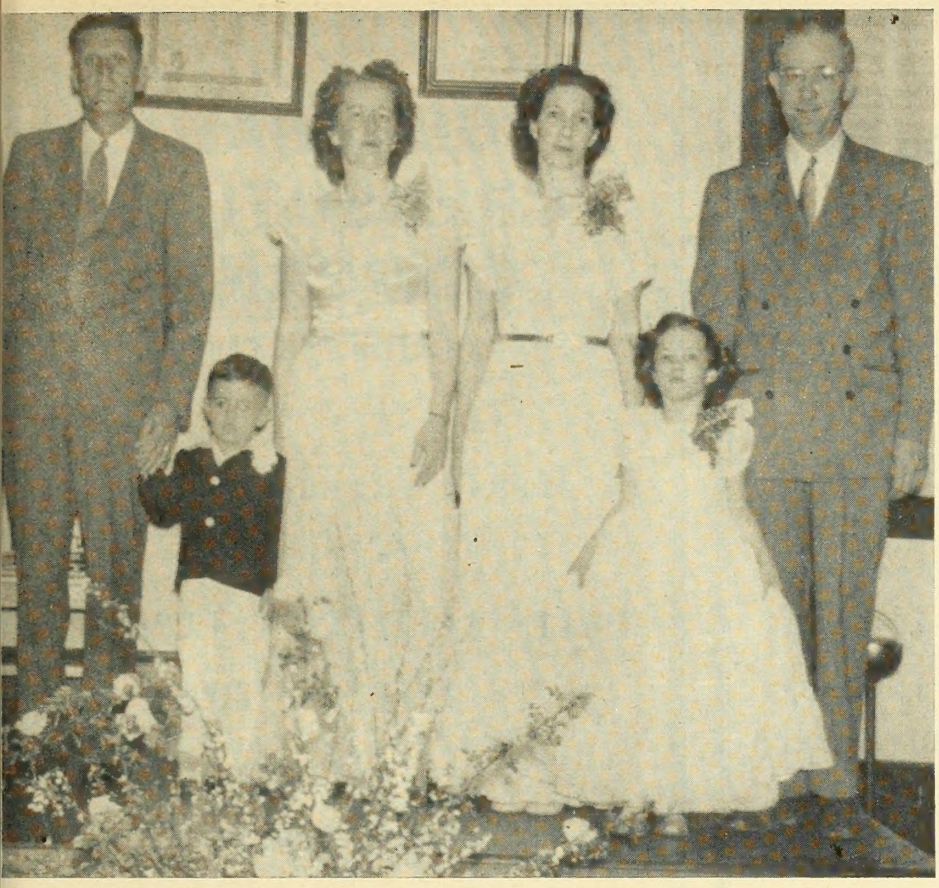
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WHITMIRE, S. C.



THE THOMASES AND THE WHITAKERS

dentally, you'll find a number of the folks in both the old and new pictures.

HERE IN RALEIGH we've been following with interest the demolition of buildings at the corner of Morgan and Wilmington streets. . . . Contracts on the million-dollar highway building will be let by the time this sees print, and probably work will be in progress on the foundations.

IN THE MEANTIME, valuable office space has been provided in two new apartment buildings behind the old highway building on New Bern Avenue. . . . Reconversion work was supervised by *C. B. Taylor* and *W. L. Cutting* and they did an excellent job. . . . Departments housed there now include Division of Statistics and Planning, Traffic Engineering, General Counsel, Bituminous, Right-of-Way and Safety. . . . A door was cut in the main highway building connecting with the former apartments. . . . Clean, cool and convenient is the reaction of the new occupants.

FRED WALLER, JR., of the Laboratory went back to school for two weeks in June. . . . A reserve officer in the Army Air Corps, Fred attended the Aircraft Maintenance Refresher School at Chanute Field, Ill.

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SEAGROVE, N. C.

from the State University and Hickory-Longview to make a city-wide traffic survey in mid-May. . . . Local volunteers interviewed all workers in the city about the routes used in driving in the city while the state men blanketed the city with traffic count machines. . . . The results will point toward needed street extensions and improvements. . . . *James S. Burch, L. V. Jay* and *B. L. Ross* carried the ball for the state in the survey and were assisted by *R. N. Brincefield, L. L. Morgan, L. W. Lee, Ben Scronce* and *Harvey Baker.*

J. D. ROBERTS AND WILLIAM B. COBB, JR., represented the Soils Laboratory at a meeting on geology as applied to highway engineering recently in Richmond, Va. . . . The meeting was sponsored by the Virginia State Highway Department and the two reported an interesting and instructive meeting.

L. D. HICKS, also of the Soils Laboratory, was recently initiated into the Tau Beta fraternity at Duke University for his outstanding engineering work in soils. . . . Incidentally, Mr. Hicks also became a grandfather recently. . . . His son, *Arch Cutting,* was formerly connected with the Commission.

UP IN THE ROAD DEPARTMENT, most of the news concerns those on the sick list. . . . *John L. Hines* in the Blueprint Department, was a patient in Rex Hospital during June. . . . *Claude Suggs'* wife was seriously injured in an automobile accident on May 26.

THE CENSUS gained another statistic in the person of a daughter born April 22 to *Mr. and Mrs. Gilbert Morgan.* . . . The proud father is connected with the Laboratory.

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RANKS of the Division of Statistics and Planning were enlarged recently by the acquisition of two new employees. . . . *S. S. Shaat* and *John H. Honbarrier* joined the department to establish hazard ratings at all rural railroad grade crossings. . . . They are graduates of N. C. State College and Appalachian State Teachers College respectively. . . . Also in the department, *Peggy York Wilson* resigned in mid-May because of ill-health. . . . We hope to hear of her improvement soon.

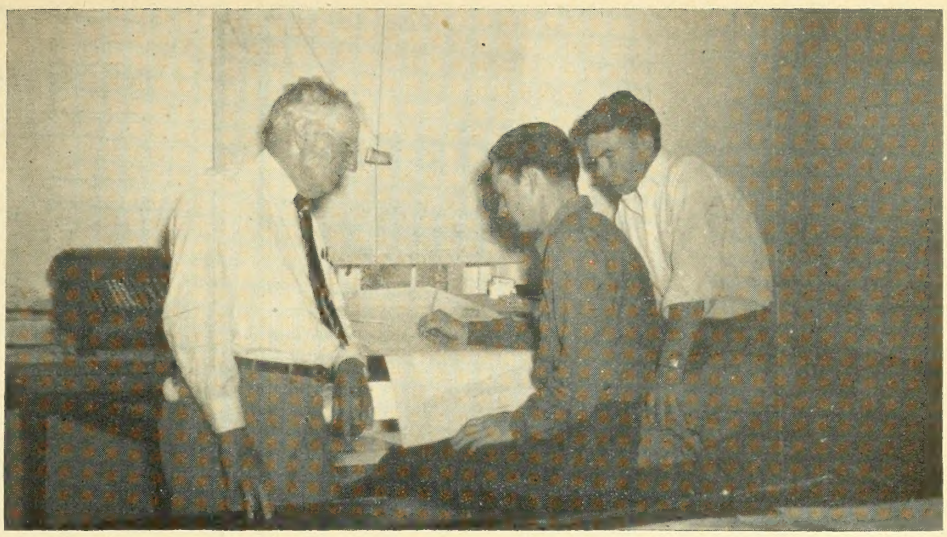
SYMPATHY is extended to *W. T. Thompson* of the Soils Laboratory in the recent death of his father.

One reason so few recognize opportunity is because it is disguised as hard work.

Arms, legs, eyes and such are your most precious possessions; won't you protect them by ever being cautious and careful? We don't want permanent cripples to be a product of our Highway Department.

Does your accident victim know what the rules are? Has he had the rule covering his accident pointed out to him?

Discipline—remember there's a fine line between Leading and Driving.



STATE COLLEGE BOYS ALL

W. T. Smith, resident engineer in Siler City, is shown with the "young fry" in his office—James Oliver, rodman, and Henry H. Jordan, instrumentman. All are State College boys.

Mr. Smith is a 1900 graduate of the school, then known as North Carolina College of Agriculture and Mechanic Arts. In May he was one of nine in his original class of 22 to attend a class reunion in Raleigh. Mr. Smith has been a highway employee since 1921 when he was a structure inspector in Harnett County and worked on one of the first road projects in the state. Henry graduated from State in 1949 and James was a student there in 1947 and 1948 and intends to return to finish his course.

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You don't have to tell how you live each day,
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However you live, it will show in your face.
The fake, the deceit that you bear in your heart
Will not stay inside where it first got a start;
For sinew and blood are a thin veil of lace—
What you wear in your heart, you wear in your face.
If your life is unselfish, if for others you live,
For not what you get, but how much do you give;
If you live close to God in His infinite grace—
You don't have to tell it, it shows in your face.

—Author unknown.

Father: "For goodness sake, you ask a lot of questions. I'd like to know what would have happened if I had asked so many questions when I was a boy."

Son: "Maybe you'd have been able to answer some of mine."

Turner Hight's departments—Road Oil, Landscape and Sign—turned in a fine safety record for May. With 141 men and 106 pieces of equipment, they had no accidents.

A SOBERING FACT: Only three of the 324 accidents occurring during May in the Highway Department were listed as non-preventable.

With the largest number of highway employees in history, turn on more steam for SAFETY. Remember the training and friendly advice for our new men.

It costs less to prevent accidents than it costs to have them. Be safety conscious.

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TARVIA SAYS: Low shoulders—one of our most hazardous conditions today. . . . Some improvement noted but they're still far from being safe or in the desired form and even condition. . . . In traveling throughout the state, I have heard only one division engineer *stress* better shoulder maintenance to his men and demand that marked improvement be made in this particular and important work. . . . Section foremen should be very careful with men and equipment while doing shoulder work and crack-pouring. . . . When travelway is encroached upon by equipment, it is imperative that warning signs be placed on both sides of work operation.

The last war took a toll of 325,000 lives. But during the same period accidents took 338,000 lives, and over 400,000 since the war.

An old backwoods contractor was digging a basement with a slip scraper and one horse, but he was yelling, "Giddap Jack, giddap Jerry, giddap Casey, giddap Cromwell."

A stranger passing by asked, "How many names does your horse have?"

"Oh," said the old timer, "his name is Jack, but he doesn't know his own strength. So I put blinders on him and yell all those other names. He thinks he has other horses helping him!"

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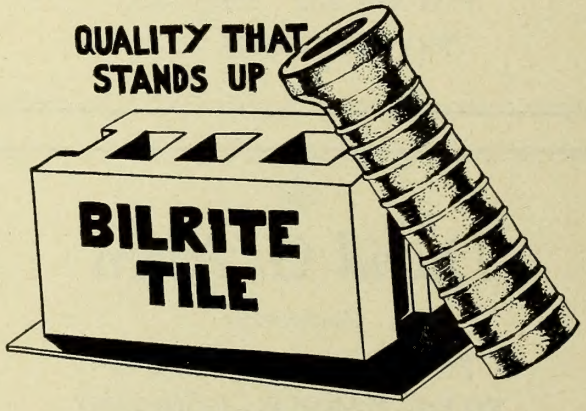
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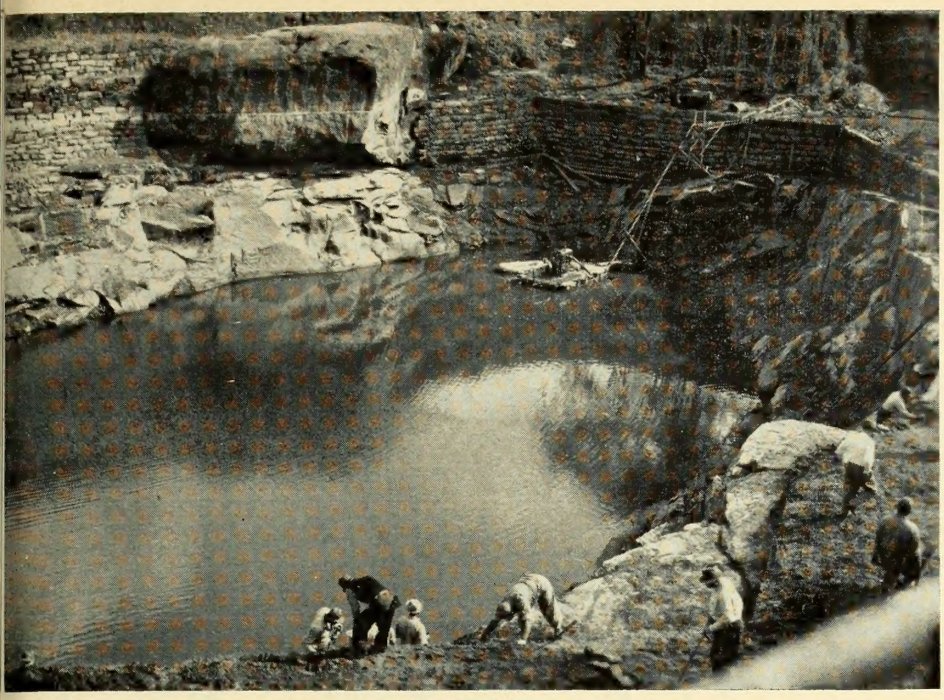
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Central Prison's "fish" pond—drained recently for the first time in 25 years—failed to produce any fish.

The sizeable pond located behind the somber stone walls of Central Prison in Raleigh has an interesting history. When Miss Kate Boylan of Raleigh sold the site for Central Prison, the state decided to build the prison and its surrounding walls with stone quarried right in the prison yard. When construction was finished, the 64-feet-deep quarry pit soon filled with water and became a lake. Prison folks had been hoping the drainage project would provide fare for at least one fish stew.—But no luck!

"Good morning," said the switchboard operator. "This is Perkins, Parkins, Pecham and Potts."

"Mr. Perkins, please."

"Who is calling, please?"

"Mr. Pincham of Pincham, Pettam, Popum and Pogg."

"Just a minute, please. I'll give you Mr. Perkins' office."

"Let me speak to Mr. Perkins, please."

"Mr. Perkins? I'll see if he's in. Who's calling, please?"

"Mr. Pincham of Pincham, Pettam, Popum and Pogg."

"Just a moment, Mr. Pincham. Here's Mr. Perkins. Mr. Pincham on the line, please."

"Just one moment please. I have Mr. Pincham right here. Okay with Perkins, Parkins, Pecham and Potts. Mr. Pincham. Go ahead, please."

"'Lo, Joe. How about lunch?"

"Okay, Charlie."

"When I arrived home last night," related the young husband, "my wife greeted me with a big kiss. She had a swell dinner ready and afterwards she wouldn't let me help her with the dishes, but made me sit in the living room and read the paper."

The old married man sighed: "And how did you like her new hat?"—*Advance.*

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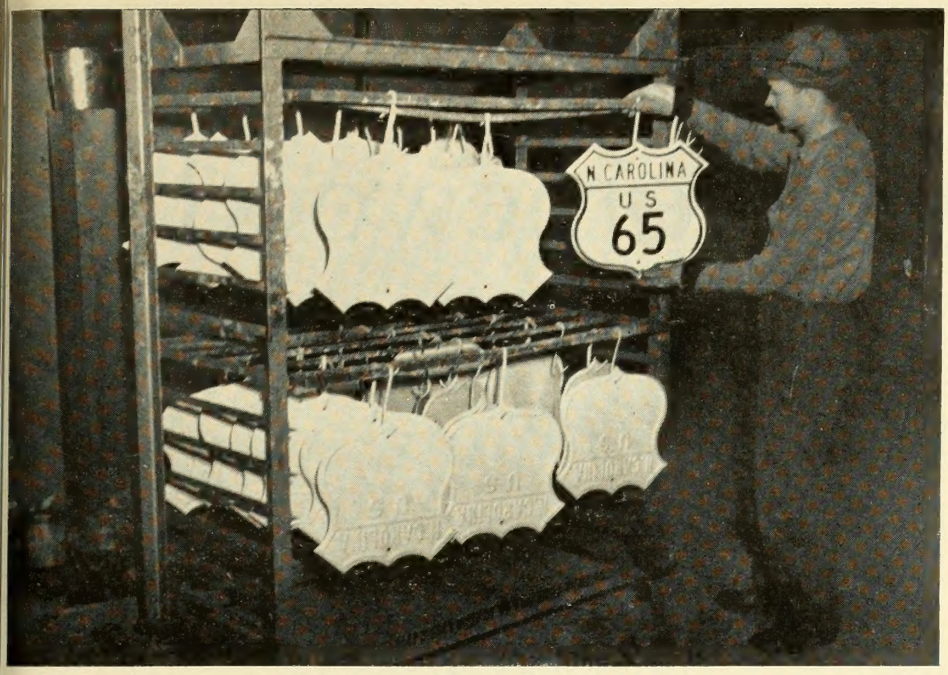


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A NEW SIGN FOR US 65

A 20 per cent increase in demand for automobile license tags for 1951 has the Prison Industries Division at Central Prison working overtime. The division now has a night shift working until 11 p.m.

Meantime, the Industries Building continues to produce highway signs for North Carolina's expanding highway system. Above you see a new marker for US 65. The division turns out 1,000 gallons of paint per day for the Highway Commission and other agencies of state government. The Prison Industries Division includes a print shop, a shoe repair shop and a garment factory (which makes all clothes for 9,000 prisoners).

The stinger of a bee is about one-thirty-second of an inch long. The other foot and a half is imagination.

"Are you the barber who cut my hair the last time?"

"I don't think so—I've only been here six months."

A lady, checking over her grocery bill, found this item: "One tom cat, 15 cents." Indignant, she called up her grocer and demanded to know what he meant by such a charge. "Oh, that's all right, Mrs. Blank," he replied. "That's just an abbreviation for tomato catsup."

Patient: "Doctor, are you sure this is pneumonia?" Sometimes doctors prescribe for pneumonia and the patient dies of something else."

Doctor: "When I prescribe for pneumonia, you die of pneumonia."

Highway employees should be doubly careful while on the job. Look out for your own safety and also the safety of the highway users.

May was the first month in the history of the Safety Department that it was charged with less than half of the accidents had with the traveling public.

A revenue department agent was assigned to investigate some Kentucky characters. As he entered the house, a bright-looking young lad greeted him.

"Where's your pappy?" the officer asked.

"Pappy's up at the still."

"I'll give you a dollar if you'll take me up there," offered the officer.

"All right," said the boy. "Give me the dollar."

"I'll give it to you when we get back."

"No, sir, mister, give it to me now," insisted the youngster. "You ain't a-comin' back !"

Tom: "My wife talks to herself."

Tim: "So does mine, but she doesn't realize it—she thinks I'm listening."

A furloughed paratrooper was asked how many jumps he had made. "None," he replied, "but I've been pushed seventeen times."

He picked up the telephone, but found the line busy. "I just put on some beans for dinner," he heard a woman say to her neighbor. A few minutes later he tried again. The same two women were still talking.

"Say, lady, I smell your beans burning," he broke in.

There was a scream, two receivers went up, and the line was open.

"Good morning, Jimmy," said the neighbor to the small boy sweeping off the porch. "Is your mother in?"

"Well, I wouldn't be doing this on a Saturday morning if she wasn't."

Apply your BRAIN as well as your BRAKES.

Division Two had no equipment accidents and no disability injuries in May. Division Nine had no disabling injuries.

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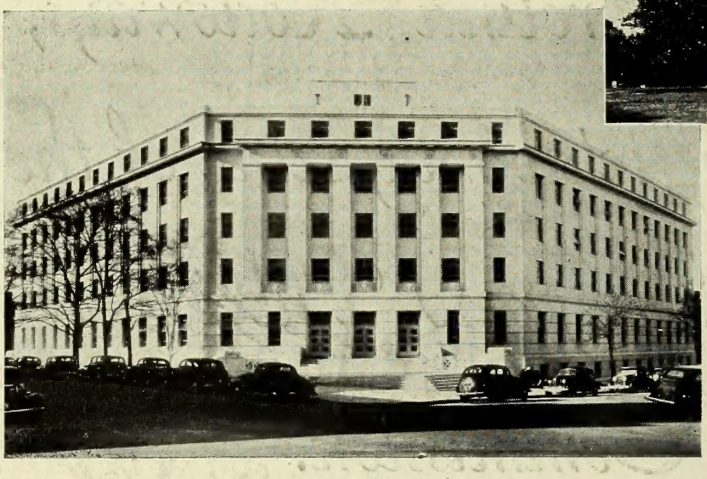
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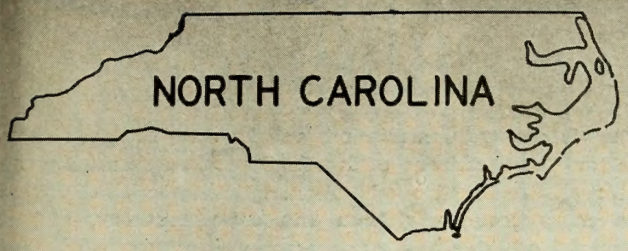
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ROADWAYS

A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION
SEPTEMBER 1950

NORTH CAROLINA ROADWAYS

A Magazine for employees of the North Carolina State Highway and Public Works Commission

Published Monthly By
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Volume 1 **SEPTEMBER, 1950** **Number 3**

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BETSY MCMILLAN, *Associate Editor*

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Thanks

Beginning this month NORTH CAROLINA ROADWAYS goes on its own as the official employees' publication of the State Highway Commisson . . . All work connected with the magazine will be handled by the Highway Information Department with no outside assistance . . . We offer sincere thanks to the many business firms which placed advertisements in the first two issues and thereby helped us get off to a good start. . . . In the future NORTH CAROLINA ROADWAYS will not carry advertising but will otherwise adhere to the same purposes it pledged to carry out in the first issue: to provide a medium of communication among various departments of the Highway Commission and to help build a better highway organization.

SOS

Every month a number of "lost" copies of NORTH CAROLINA ROADWAYS come back to the editor's office because of incorrect mailing addresses . . . PLEASE let us know when you change your place of residence . . . It may be that we have some incorrect addresses to begin with . . . You can help us in this case, too, by forwarding your address either to your division office or to NORTH CAROLINA ROADWAYS in Raleigh.

THIS MONTH'S COVER

The quiet peaceful world of the covered bridge disappeared almost half a century ago, but a few dignified symbols of the era still remain on several remote routes of North Carolina's county road system. The fine old bridge shown on this month's cover spans the Dan River in Rockingham County near Wentworth. Photographer Charles Snow snapped this picture last month, giving the old structure a few moments of renewed glory.

Rocks and Bouquets

The Highway Commission receives a constant flow of letters from citizens of North Carolina commenting on good roads and bad roads. As a rule the critical letters come more frequently than the complimentary, and if our engineers didn't know human nature they might get pretty discouraged at times.

But fortunately most of them understand that the average citizen writes letters far more often when he finds something wrong than when he finds something right. The thousands of miles of roads now being paved in every county of North Carolina ironically rate less attention than a spectacular road washout in Carteret County. The unusual disaster is more newsworthy than the steady unsensational progress of a $200,000,000 roadbuilding program.

As you read this editorial, our Commission forces have passed the peak of road construction for the 1950 season. If good weather holds up, they are heading for a record-breaking year of roadbuilding work.

We think this steady unspectacular progress on a gigantic program authorized by the people merits more attention than it gets.

Every day in some of North Carolina's 100 counties a new road project is either starting or finishing, and another segment of our population discovers what it means to live on a good hard-surfaced road connected with the outside world.

Our 11,000 employees, in the words of Governor Scott, are part of one of the largest roadbuilding projects now in progress anywhere in the world. The results cannot be seen by any one person at any one place. They are flung out across 64,000 miles of roads stretching into the remotest mountain coves, along the busiest city streets and among the marshes and swamps of the Coastal Plain country.

For every letter our highway engineers receive pointing to some highway deficiency, half a dozen others might be written praising several outstanding highway improvement projects.

When criticism sometimes seems overwhelming and everything goes wrong, it might be well to remember that the State Highway Commission is building and improving more roads this year than ever before in its history. Some mistakes will be made, but we think the record will show that our job has been entrusted to competent, reliable personnel. We think their work will, in the long run reflect great credit on themselves and their organization.

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As you read these words the height of the 1950 paving season will be slowly receding and our highway forces will be preparing the last big roadbuilding push before the arrival of autumn weather.

Nineteen-fifty has been heralded as potentially the greatest year of roadbuilding in our history. All evidence reaching us in Raleigh indicates that a stupendous amount of work has been done and that 1950 will break all records. Credit for this achievement goes to the 11,000 men and women who make up our roadbuilding team. With the advent of the $200,000,000 bond issue program, we found it necessary to expand our working forces and double our quota of work.

Evidence that this expansion was well planned and executed will be reflected in the results we can report to the 1951 Legislature when it convenes in Raleigh next January. By that time the people of North Carolina will be able to gauge the success of the secondary road program.

By the end of 1950 the Highway Commission will have spent almost $125,000,000 of the $200,000,000 bond issue. This means that during 1951, 1952 and the years ahead some $75,000,000 will remain to be spent. We will have reached the peak of our roadbuilding program, and new problems will begin to face this organization.

Perhaps the most important of these problems is maintenance of the roads our bond money has built. We will also be concerned with the continuing development of our newly launched primary road improvement program.

This shifting of emphasis from one phase of our work to another requires great diligence and skill. We will need to understand the importance of protecting the great investment we have helped create for the people of North Carolina. And we will still face the growing demands of urban citizens and municipalities for a greater share of roadbuilding funds.

In many ways the work of the Highway Commission will be more complex and demanding after our secondary road system has been improved than before. It will require our best effort when we come to face the transition period.

In view of the excellent response to the heavy demands of a stepped-up program, I feel sure that you, as members of our roadbuilding team, will meet these new challenges with cheerfulness and confidence.

Cordially,

Harry Gardner

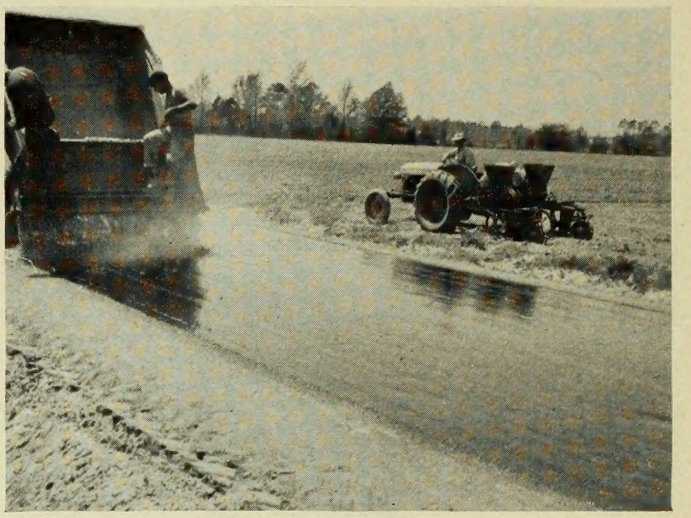
A PROGRESS REPORT

Fourteen months have passed since the people of North Carolina approved a $200,000,000 bond issue for rural roads. In the following report an outstanding Tar Heel newspaperman weighs the credits and debits of the road program as he sees them up to this point.

★

By CHESTER DAVIS
Staff Correspondent
The Winston-Salem Journal-Sentinel

★



A Harnett County farmer watches highway forces surface his road near Bunnlevel.

Governor Kerr Scott's rural road program has, within a period of 18 months, passed from the stage of acrimonious debate and moved through the period of planning and on to the time of solid, impressive accomplishment.

Few North Carolinians are aware of the magnitude of this program. That is not surprising. It is, after all, a program made up of small fragments of construction and those fragments are scattered across the rural areas of this state's 100 counties.

The State Highway Commission has some 500 rural road projects under way today. Few of us have a vantage point from which we can consider this massive program as a whole. Instead, we are compelled to shape our judgment by what we see being done in our own neighborhood and in our own county.

As a result, we are in a position not unlike that of the blind man who examined and reported on an elephant. Our conclusions, while they may be accurate as applied to one fragment of the program, are frequently misleading when they are generalized and used to describe the rural roads program as a whole.

This story, a progress report on North Carolina's rural roads program, is an attempt to weigh the debits and credits which have been written into the record up to this point.

When Governor Scott took office North Carolina's 63,603-mile highway system consisted of 10,350 miles of primary city-to-city highways, some 51,031 miles of secondary, farm-to-market roads and perhaps 2,220 miles of primary and secondary links located within the state's cities and towns.

The secondary roads were in frightful shape. Some 47,000 miles of the secondary system was unpaved. Vicious winters often kicked the bottom of many rural roads beyond the reach of an automobile wheel.

In 1948, when Charles Johnson and Kerr Scott tangled in the Democratic primary, rural roads had become the number one political issue in North Carolina. Both men promised the farmers relief. Mr. Johnson promised a $100 million rural road bond issue. Mr. Scott said that he would take care of the roads without bonds.

After his election Governor Scott discovered that his optimism was not warranted and he blueprinted a $200 million road bond program. This program was designed to pave 12,000 miles of the secondary system and to stabilize, by adding stone, gravel and sand, another 35,000 miles.

On June 4, 1949, the public voted the Scott program into effect. Twenty-six days after the referendum the Council of State approved an initial issue of $50 million in road bonds. Since then an additional $75 million worth of bonds have been sold.

The first of the bond money became available in late September, 1949. The first bond-financed contracts, already blueprinted and ready for action, began to pour out of the Highway Commission's Road Department. Beginning in February, 1950, the State Highway Commissio has held two lettings of contracts eac month, and North Carolina has bee building roads at the fastest rate in his tory.

Of the $125 million in bond mone raised thus far only $32.2 million ha been spent. Another $78.1 million ha been allocated for projects which now ar under way.

Back in the 1920's, when Frank Pag was State Highway Commissioner, engi neers were astounded when they disco ered that they could pave as many a 1,000 miles of highway in a 12-month period.

This year, in one three-months period North Carolina paved a total of 1,04 miles of secondary roads and, on top o that, stabilized another 1,412 miles.

In spite of a wet July the state engi neers are confident that by Septembe 30th that they will be able to report th completion of from 30% to 40% of th entire rural road program.

Thanks to two mild winters the Scot road program is running well ahead o schedule. Barring the complications o war—or a prolonged period of near-war— and granted a fair break in the winte weather ahead it is entirely possible tha the secondary road program will be com pleted by late in 1952.

The important question, however, i whether North Carolina has been spen ing this bond money effectively as wel as quickly. With less than 20% of th over-all program completed, it is, o

course, impossible to answer that question with finality.

From the evidence now available it appears that the State Highway Commission is spending the bond money more effectively than many critics of the Scott program believed was possible.

Costs Lower Than Expected

Costs, for example, have been lower than anticipated. When the program was in the discussion stage, the engineers estimated that it would cost an average of $18,000 to pave a mile of secondary road. The actual costs have ranged from a low of $7,000 a mile up to a high of $25,000. The variance is explained by the amount of grading, filling, bridging and the like required by a given mile of road.

Chief Engineer W. H. Rogers, Jr., reports that the over-all average is running from $12,000 to $14,000 a mile. That saving, $4,000 to $6,000 under the estimates, is impressive when you recall that 12,000 miles of secondary roads will be paved before the program is completed.

The bidding has been healthy and competitive and, with only a few exceptions, bids have run below what the Highway Commission estimated the projects would cost. It may be, with the war in Korea, that the average will climb higher. The first letting in July ran about $60,000 above estimates. The second letting in July, however, dropped well below the costs anticipated by the engineers.

Another substantial saving has been possible because the road bonds were picked up at a remarkably low interest rate. At the time he was selling his program to the state, Governor Scott said that he believed that the bonds could be sold at interest rates "slightly below two per cent."

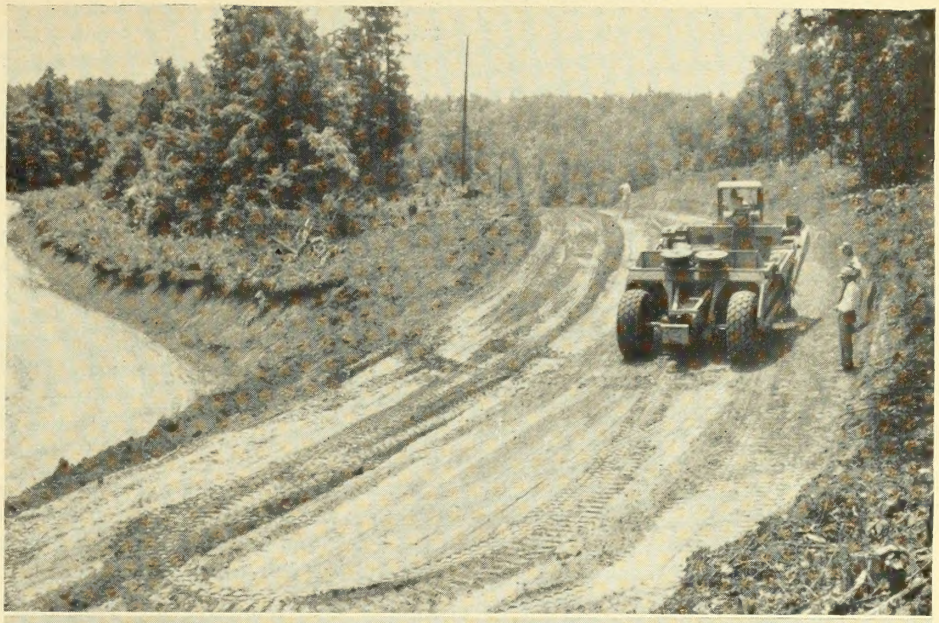
The $125 million worth of bonds sold thus far were purchased at rates ranging from 1.52 per cent to 1.57 per cent. Those rates, when applied to a $200 million debt over a 20-year period, will mean a real reduction in the anticipated carrying charges.

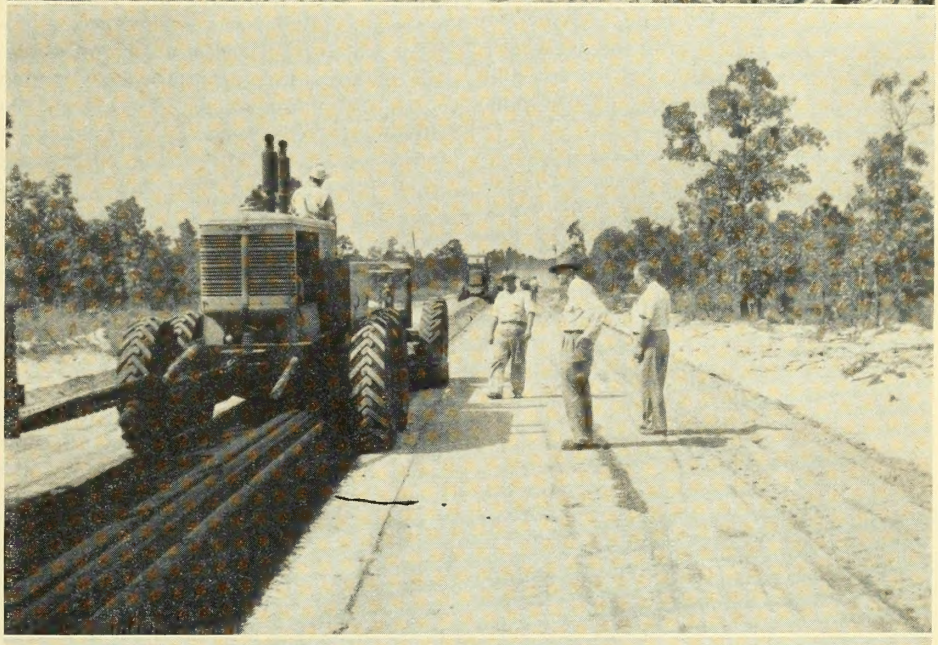
Until now the rural roads program has not been marred by a single charge of fraud. A large part of the credit for this freedom from the rip-snorting scandal belongs to Dr. Henry Jordan, chairman of the Highway Commission. Dr. Jordan, a dentist who turned to textiles, is an example of an excellent appointment made by a man whose appointments, thus far, have come in for a good deal more criticism than praise.

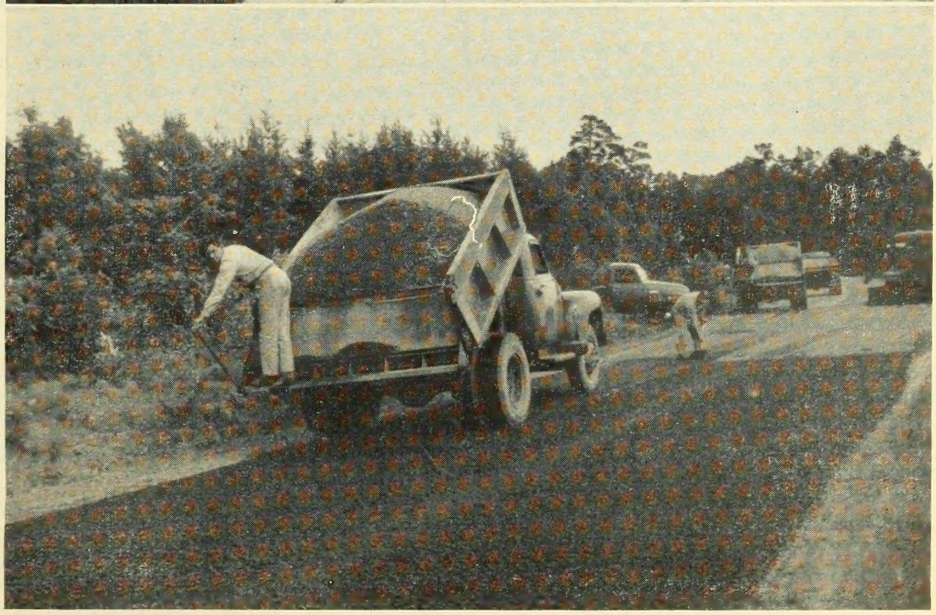
There have been charges that Governor Scott has used the road program for political purposes. These charges have some justification. Any man who is responsible for a multi-million dollar public works program is certain to acquire substantial political power.

It is, however, unfair to suggest that Governor Scott launched the secondary road program in order to strengthen his political popularity. In 1948 any guber-

SECONDARY ROAD SCENES







Top to bottom, straightening out a curve near Marion in McDowell County . . . An asphalt mixer prepares the surfacing for a rural road in Bladen County (highway employees shown are F. B. Andrews, J. W. Upton and A. T. Hight) . . . Eighth Division personnel apply a sealcoating near Rural Hall in Forsyth County.

natorial candidate in North Carolina would have made rural roads the keystone of his platform. The pressures brought to bear by all powerful rural North Carolina assured that fact. Our secondary roads were in wretched condition and the county folks demanded that this condition be corrected.

At the county level you hear complaints that certain roads have been selected for improvement solely because of political considerations. Undoubtedly there have been cases where this was true.

But there has been less political favoritism in the selection of roads for paving than many people believe. There are several reasons why this is so.

In the first place, it ordinarily is sound engineering to improve those roads that serve the largest number of people. As a general rule, that also is sound politics.

Secondly, the selection of the roads to be paved was done in an open, well publicized manner. For a period of many months, Mark Goforth, commissioner for the Eighth Division, toured the northwest counties, meeting with local groups and with county commissioners. (Other commissioners did likewise.)

The Eighth Division's paving program was formulated at these meetings. The meetings were open to the public. Until now there have been surprisingly few complaints. Of course, as the program draws towards its close and more and more people discover that their road is not going to get paved, the number of outcries about favoritism and politics are certain to increase.

Road Quality Good

It has been charged that some of the roads paved with bond money have not stood up and that they already need repairs. Chief Engineer W. H. Rogers, Jr., says he knows of no major road failures which can be attributed to poor engineering and construction. Some repairs have been made on new roads, but this is routine with a large program and not unexpected. Failures can be anticipated, Mr. Rogers warns, if heavy traffic, particularly trucks, decides to use light-duty roads as short cuts. Most of the bond roads were not designed for that sort of use.

Whether this is the complete answer is not clear. In a program of this size you would expect that some corner-cutting contractors would get by with shoddy work. Understandably, the contractors minimize this possibility and so do the state's engineers. But it is a factor. Only time will tell just how important a factor it actually is.

The contractors, enthusiastic supporters of the Scott program from the first, have behaved in a thoroughly human fashion. When the Highway Department proposed to invest some $5 million of the bond money in road construction and stabilization equipment the contractors cried that private enterprise was in danger. Nello L. Teer, a Durham roadbuilder, took the matter to court. Last May the Supreme Court ruled that bond money could be invested in roadbuilding equipment.

As a matter of fact, North Carolina customarily has done from 30% to 40% of its own road work. From the beginning, Governor Scott has told the contractors that so long as they kept their bids in line with prevailing prices that he would see to it that the Highway Department maintained its usual ratio of road work.

In meeting the problems of construction and in administering the $200 million rural road fund the Highway Commission seems to be doing a good job.

There are, however, some long range problems inherent in the rural roads program which will not be answered easily. One of them involves state spending on rural and urban roads. For years the cities, pinched between an inflexible source of income and rising operational costs, have claimed that they were not receiving a fair share of the state's gasoline tax income.

The Scott program, with its emphasis on rural roads, has accentuated this feeling. Governor Scott is aware of the problem and there is reason to believe that he is working out a solution.

In 1950 the state will contribute $2.5 million towards the upkeep of all numbered highways located within city and town limits. In years past the state contributed only $1 million for this work.

This year the state and federal government each will contribute $1.3 million to an Urban Highway Fund. This money is shared among the cities and it is to be used in major highway projects. The proposed cross-town arterial highway in Winston-Salem is an example of the sort of work that is financed from this fund.

Whether the state's present contribution to the cities is adequate is a matter over which there is a great deal of wrangling. The real question—just what is an equitable share for the cities?—has yet to be answered.

The General Assembly of 1949 created a State Municipal Roads Commission to wrestle with that complex problem. Governor Scott appointed James A. Doggett of Greensboro to head this commission. Mr. Doggett will make his report to the 1951 General Assembly.

So far as this particular problem is concerned the encouraging thing is that it is recognized and some satisfactory solution is being sought.

Effect On Primary Roads

A second major problem involves th long range effect of the rural roads pr gram on the improvement of our badl battered primary highways.

At this time, when the rural roads ca draw on the bond money, the primar roads are benefiting.

For example the Governor, faced wit an unexpected $8.6 million surplus in th Highway Department's account, ordere that every dollar be invested in eigh high priority primary highway project The Highway Commission also has s phoned another $8 million in "flexible funds from the secondary to the primar program.

Had it not been for the bonds this $16 million would have gone into rural roa improvement.

However, this happy condition is ter porary. The long range effect of the bon issue may be to mortgage a sizable po tion of North Carolina's future highwa income.

The costs of maintaining the secondar roads will impose a substantial fixe charge on future income. It will cos for example, an estimated $500 a mile t maintain every mile of paved secondar roads. Some 12,000 miles of secondar roads probably will be paved by the Sco Administration.

On top of these maintenance cos North Carolina must pay the carryin charges on the $200 million bonded deb The principal and interest on that debt going to run close to $12 million a yea for a period of 20 years.

These fixed charges must come fro current income. They will, all thing remaining equal, mean less money fo work on the primary highways in th years ahead.

But, will all things remain equal in th years ahead?

Governor Scott thinks not. He believe that his secondary roads will greatl expand the North Carolina economy an that this expansion will more than justif the investment. That, he points out, wa the long range result of the roadbuildin program of the 1920's.

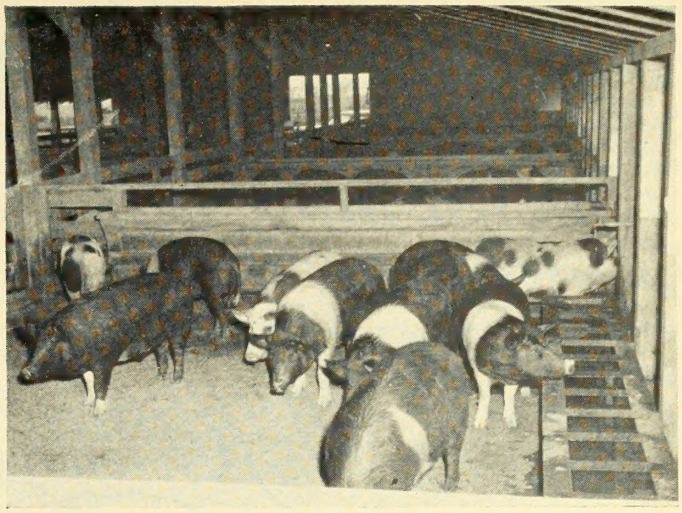
If the Governor is correct, then th primary system will not be penalized. I that proves to be the case then Ker Scott, now damned as a political oppo tunist in many quarters, will go dow in the books of North Carolina's men o vision.

While the evidence is just beginning t come in, there is reason to believe tha our improved secondary road system wil at the very least, pay part of the bon costs by stimulating economic growt Consider these examples:

Merrimon, a fishing village in coasta Carteret County, is enjoying an economi

(Continued on page 15)

OUR HOGS HAVE TWO HAMS!



TWO-HAM HOGS AT CALEDONIA

Did you know the Prison Department operates 11,000 acres of farm land to grow food for 30,000 prisoner meals daily?

Governor Scott's recent comment that the state's Prison Department no longer operates at a deficit reflects some of the bustling activity now in progress throughout the prison system. This activity was stepped up following the arrival in Raleigh of an energetic new prison director, John Gold.

Some observers note that the Highway Fund finances all prison operations —regardless of profit or deficit—and that it makes no difference what the books show at the end of the year. But that isn't the complete story. The Highway Fund does pay for the prison system, but the Highway Commission and prison officials feel they have achieved their goal when the department stays inside its budget allotment.

For the first time in many years the Prison Department is staying within that budget—and reforms in the prison farm system have much to do with the increased efficiency.

The Governor's comment about every hog having two hams for the first time in many years got the biggest outburst of laughter from Highway Commission empoyees at personnel meetings across the state this spring. What the Chief Executive means is that a concerted effort is under way to build efficiency and economy into the Prison Department.

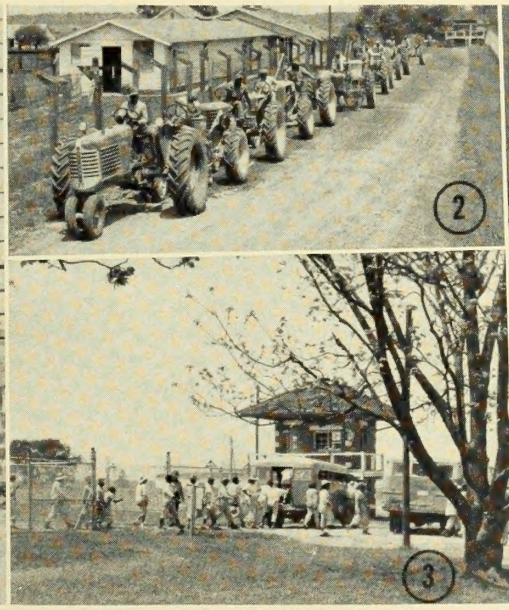
The biggest improvement in that direction is evident in the department's extensive farming operations. Under the supervision of Director of Farms H. L. Meacham, the farms are producing more feed than ever before.

Some 11,000 acres have been put to work producing feed for 30,000 meals per day among the state's prison population. These 11,000 acres vary in size from small gardens to the large Caledonia Prison Farm in Halifax County

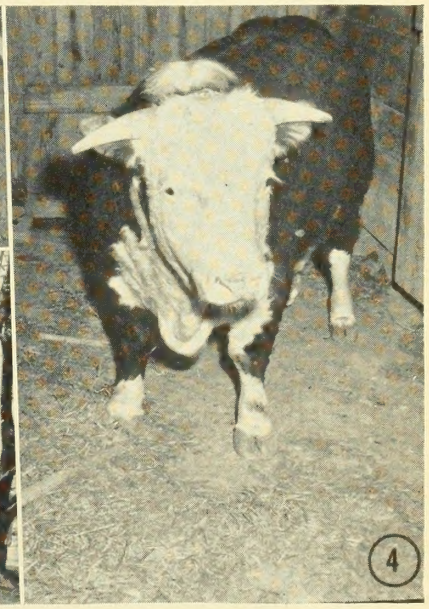
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H. L. Meacham, director of prison farms, (right) and his farm foreman, Roy Hamill, have the big responsibility of running things at Caledonia Prison Farm.



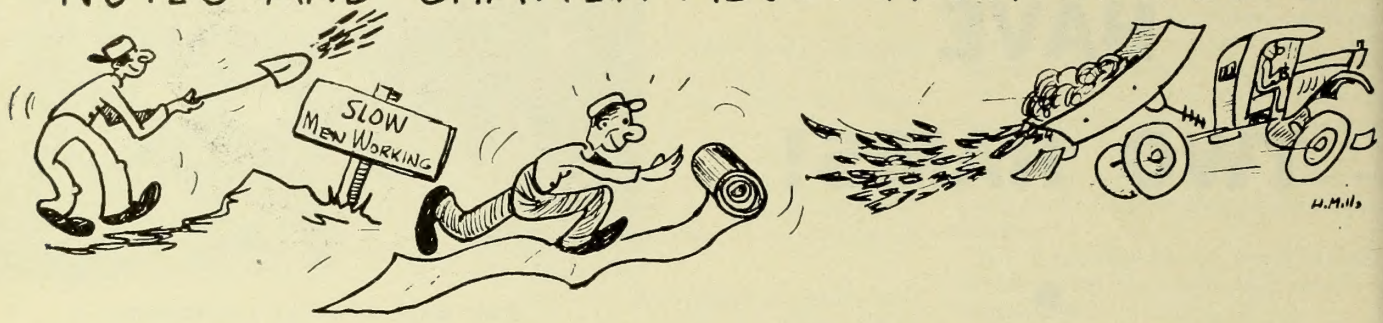
Prison-manned tractors (above) roll out for a day's work on the Caledonia Farm. Women prisoners board their buses for the wide open fields where they work.



One of the white-faced Hereford stock bulls at Caledonia. The farm has a herd of 600 beef cattle—meat for prison tables.

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



HEADQUARTERS

OTIS BANKS, general secretary of the highway employees' association, reports good news. . . . The association-sponsored amendment to the Federal Social Security Bill has been accepted by the U. S. Senate. . . . The amendment provides that members of present established retirement systems set up for public employees are exempt from membership in the federal system. . . . This means that the North Carolina state employees' retirement system plan will remain as it is. . . . The bill now goes to a Congressional joint committee and then to the House where passage is assured.

HIGHWAY EMPLOYEE association members have been busy attending meetings. . . . A partial list of the summer gatherings: The *Northampton County* unit held a rock fish muddle on May 12. . . . The *Granville County* folks met at Oxford on May 26. . . . The *Guilford* unit met at Greensboro on May 26 also. . . . The *Duplin* unit met at Kenansville for a chicken stew on May 31. . . . The *Division Four* unit met on June 2 and elected *F. M. Edgerton, Ivan Hardesty* and *Hersel Smith* to new offices. . . .The *Craven-Pamlico* group met at New Bern on June 6 for a barbecued chicken dinner. . . . *Onslow and Jones* counties met at Jacksonville on June 7 for a barbecue. . . . The *Carteret County* unit enjoyed a barbecue and fish stew at Newport on June 9. . . . *Hyde, Tyrrell and Washington* county employees held a fish fry on June 12 at Columbia. . . . Fried chicken was served the *Rockingham County* delegation on June 21 at Wentworth. . . .

THE BRIDGE MAINTENANCE DEPARTMENT is sorry to lose two of its most faithful members through retirement. . . . *Benjamin H. Seals* retired on July 1 after 14 years' service with the Commission. . . . He worked with the Ninth Division. . . . *George J. Hatley* of Lexington left the Commission on July 15 after working continuously with the Commission since 1930. . . . Prior to that he worked from 1919 to 1922 and spent other working years with Edgecombe and Wilson counties doing road work. . . . The department also sadly reports the death of *Robbie Midgette* who died in Wilmington in June. . . . A former member of the department died on July 22. . . . He was *J. E. Provo* of Elizabeth City who until his retirement in 1945 was a bridge foreman. . . . Mr. Provo had worked about 30 years with the Commission.

A NUMBER of headquarters' employees found the summer a good time to travel, both for pleasure and business. . . . *Chief Materials and Test Engineer C. E. Proudley* attended the annual meeting of the ASTM in Atlantic City, N. J., during the week of June 26. . . . *Draftsman L. R. Hillis* in the Road Department found Girad, Georgia, a good place to spend his vacation. . . . *Rachel Summers* and *Marie Knight* of the Right-of-Way Department spent a pleasant week at Wrightsville Beach but returned bemoaning the fact they didn't get enough sun. . . . *D. A. Hansen* reports a good time had on his vacation at Norfolk and Virginia Beach.

SPEAKING of vacations, the Blue Ridge Parkway is still an ideal vacation center. . . . *J. P. Dodge* represented *Chairman Jordan* at a Parkway meeting in Blowing Rock on July 18. . . . Formal opening ceremonies for the Parkway, however, have been postponed until 1951.

JUNE 16 was a red letter day for Road Department employee *Paul R. Pearson* for on that day his long-awaited son, *Paul Douglas*, arrived at Rex Hospital in Raleigh.

NEW FACES seen around headquarters: *Charles W. Ball, William A. Wilson, Jr., James L. Higgins*, and *Maurice Ray Walker* are now in the Road Department. . . . They are graduates of Georgia Tech and North Carolina State College. . . . *Elizabeth Talton* has been added to the personnel of the Right-of-Way Department. . . . *Barbara Crawford* is now in the Chemical Testing Laboratory. . . . She is the first junior chemical testing engineer ever employed by the Laboratory.

EASTERN CAROLINA was the tramping ground for four Highway Commission employees making an inspection of cement concrete structures. . . . They were *C. E. Proudley, J. B. Broach, A. Duke Morgan* and *J. E. Thompson*. . . . The survey was made in cooperation with the Bureau of Public Roads, the Virginia and South Carolina highway departments, the Lone Star Cement Corporation and Material Sales Company.

T. B. WILSON, of the Right-of-Way Department, was on the sick list for a week but has long been back on his job. . . . Ice skating at the new Coliseum in Raleigh was the downfall for *Margie Park*, daughter of *Tom Park*, chief highway draftsman in the Road Department. . . . She broke her arm during a spill and has been quite some time recovering.

AN AUTOMOBILE wreck on the Louisburg highway near Raleigh incapacitated *J. W. Ferguson*, senior resident engineer, and sent him to the hospital on June 5.

A 21-YEAR-OLD copy of a four-page monthly newspaper published by the State Prison Department came to our attention recently. . . . Known as *The Prison News*, it was published and edited at Central Prison and circulated among the prisoners and general public for the "betterment of prison ideals and morale". . . . The particular issue we saw was pretty typical of the news events of 1929. . . . *H. H. Honeycutt* was front page news as new warden of Central Prison. . . . *Governor O. Max Gardner* received favorable mention on the editorial page for his campaign to put prisoners to work on North Carolina's highways (1931 was later to see the fulfilment of this plan). . . . Caledonia Prison Farm had added a canning factory to its operations. . . . *George Ross*, now director for the Department of Conservation and Development, was new director of prison farms. . . .

and a filler remarked that the latest fad among college boys was the wearing of suspenders. . . . A lot of water has gone under the dam since 1929 but the old issue showed clearly that the Prison Department was even then in the public spotlight.

LOCATING ENGINEER R. GETTY BROWNING located something new the other day. . . . While observing the sky one evening from his front yard, he noticed what appeared to be a slow-moving dirigible or a big balloon. . . . Not being a person to get excited over something like "flying saucers," Mr. Browning decided that, after all, it was only a large star veiled by slow-moving clouds. . . . But, he said, it was a whale of a star.

DIVISION ONE

A RARE TREAT during these days of multi-million dollar bridges and sleek super-highways is a ride on a ferry. . . . Yet, visitors to the First Division on the coast of North Carolina can treat themselves to a ferry ride come rain or shine.

THE STATE HIGHWAY COMMISSION operates free ferries over the Croatan Sound (four miles) and the Alligator River (three miles).

"THE GOVERNOR SCOTT," "The Governor Cherry" and "The Sandy Graham" (named after the former highway chairman) ply these waters daily transporting pleasure seekers, local residents and others.

THE TRIPS are half hours of pleasure and excitement for everybody. . . . *Ferry Superintendent John F. Wilson* says many people daily make the round trip just for the ride. . . . That's understandable, for the ferry routes are located in the heart of one of North Carolina's most popular vacation lands. . . . Tourists with cameras takes pictures right and left to show the home folks. . . . They take pictures of the ferry as it first docks, of the cars and people as they board the ferry, of the broad water expanse after the ferry reaches mid-stream and of the ferry gliding up to its home base. . . . One sees all types of people riding the ferries, and even the unimpressed local residents and businessmen with other matters on their minds unconsciously relax. . . . And there is always the person on board who sits in his car and tries to guide the ferry by his own steering wheel!

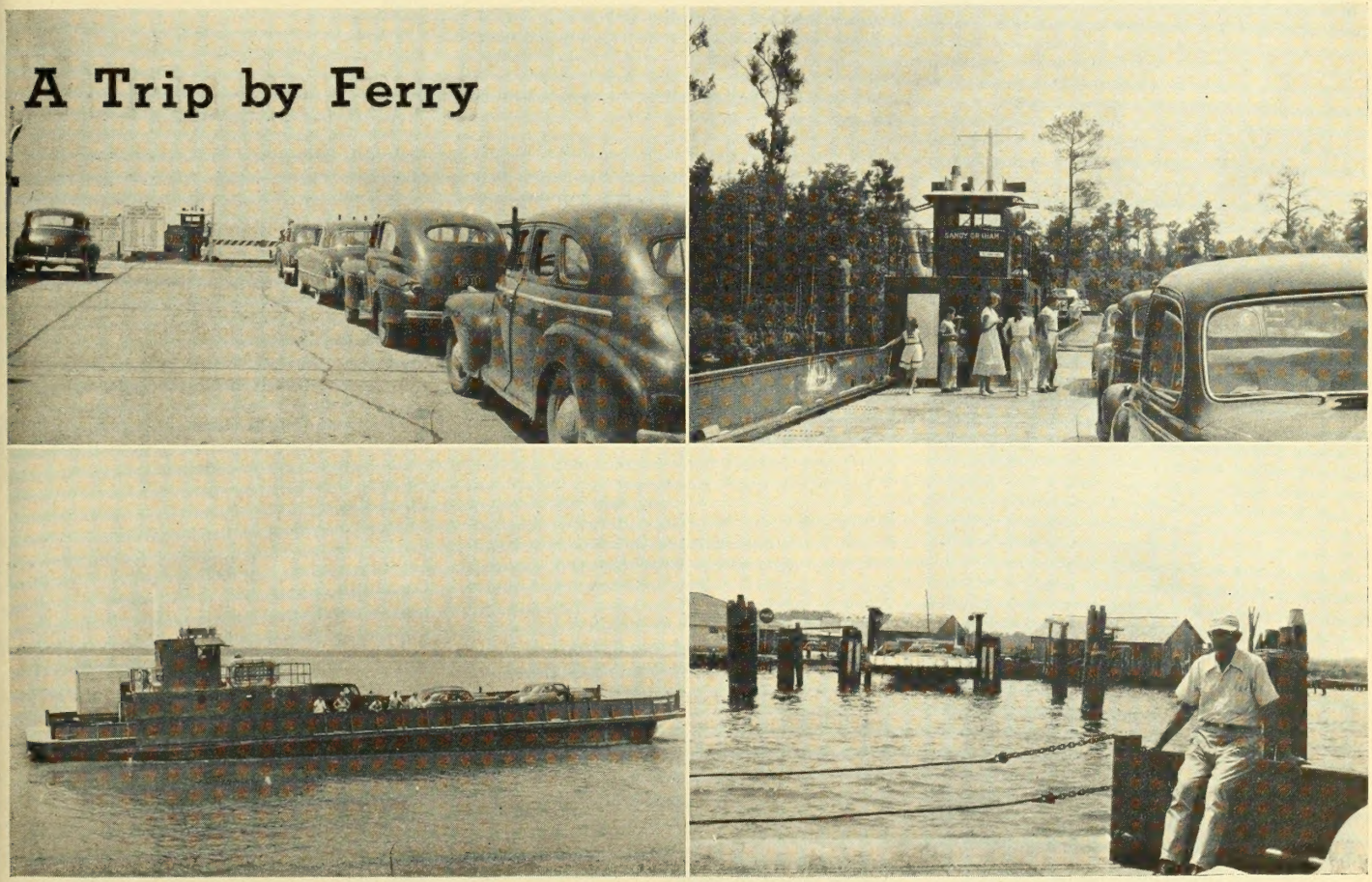
THE FERRIES do a booming business. . . . In August of 1949 alone approximately 5,000 cars bearing 21,200 passengers made the trips. . . . Improved ferry schedules put into effect this past summer promise even higher passenger figures. . . . The "Scott" and "Cherry" made on-the-hour departures across the Croatan Sound, and "The Sandy Graham" made five daily trips instead of three across the Alligator River.

ALL THREE ferries are converted Navy LCT's with war records behind them. . . . For instance, "The Governor Scott," latest acquisition to North Carolina's ferry fleet, is an LCT 590 and one of the latest of its type. . . . It took part in the Normandy invasion. . . . She was capable of landing four 80-ton tanks during the beachhead operations. . . . The ferry rider can still see where the 50 mm. machine guns were placed. . . . Before its conversion, the ferry had high sides, two lookout houses, storerooms and a ramp for loading and unloading. . . . For awhile after its purchase by the Highway Commission it was used to transport road material and machinery to and from the Outer Banks, accessible only by water.

ASSISTING Superintendent Wilson are *Captains Fred G. Etheridge, Royce Twiford* and *McDonald Clark.*

DIVISION TWO

HISTORIC OCRACOKE ISLAND is the setting of one of the most unique road projects ever undertaken in North Carolina. . . . Since the island is accessible only by sea and air, barges transport the full paving equipment and materials needed to hard-surface the sandy trails on the Hyde County island. . . . Up until the present there was only one strip of paved road on the island. . . . That was





HINSON

built by the Navy for use in reaching ammunition dumps. . . . NORTH CAROLINA ROADWAYS plans to carry a full feature on the island paving soon.

GUY LANGSTON, area safety director in Division Two, was principal speaker at the White Oak High School graduation exercises last summer. Langston was a former student at the school.

W. L. HINSON, senior inspector, shown in the accompanying photograph, works with the Second Division at Kinston and has a record of 27 years' service with the Highway Commission. . . . He has the distinction of having a large family, too—eight children and six grandchildren. . . . When asked about his hobby, Mr. Hinson replied: "Admiring the ladies."

THOMAS F. HARRINGTON, junior highway inspector on the construction party located at New Bern, announces the arrival of a daughter, *Allie Jean*, born on June 27. . . . Likewise, *Mr. and Mrs. Alton Johnson* are proud parents of a daughter born on June 24.

FELLOW EMPLOYEES were glad to welcome *R. A. Walton* and *J. H. Austin* back to work after illnesses.

LAURA HEATH of Snow Hill was married to *Donald Taylor* on June 17.

GREENE COUNTY held a combination safety meeting and highway association



THE MALLISONS CELEBRATE

meeting on June 23. . . . Fare served consisted of barbecued chicken and fish stew. . . . About 60 employees attended. . . . New officers also elected at the meeting were *Mark Worthington*, president; *F. S. Robinson*, vice president; *N. F. Davenport*, secretary and treasurer; and *John Hinnant, C. B. Creech, James Langley* and *L. E. Tyndall*, delegates.

MR. AND MRS. PAUL E. MALLISON celebrated a big event in their lives recently. . . . They appear in the picture on this page during the celebration of their 25th wedding anniversary. . . . A reception given in their honor made the occasion even more outstanding. . . . Mr. Mallison is Second Division prison supervisor.

DIVISION THREE

SUPERVISORY AND ENGINEERING PERSONNEL in the Third Division extended a vote of thanks to *Commissioner A. Wilbur Clark* at their meeting on May 24. . . . In part the resolution adopted read, "Whereas . . . personnel of the Third Highway Division feel a sense of pride in the type of highway work being done . . . and the progress being made . . . and whereas it is the feeling of the highway employees that the Division is leading the state in progress and type of work because of the excellent leadership of Mr. A. Wilbur Clark . . . now therefore, the Engineers and Supervisory Personnel expresses their gratitude to Mr. Clark for his excellent leadership and especially for the unswerving support and backing he is giving the personnel of the Division."

BAD NEWS in the Third, however, was to the effect that heavy summer rains caused considerable damage to the secondary and primary roads, especially in Pender, Duplin and Sampson counties . . . Repairing of these damages will delay the bond program by at least 30 days. . . . Also the Fort Caswell bridge was knocked out of alignment in June when a barge rammed the bridge. . . . However, damage resulting did not suspend traffic over the bridge leading to Fort Caswell and Long Beach near Southport.

BRUNSWICK COUNTY highway employee association members met on June 16 for a seafood dinner in Shallotte Point. . . . The unit is striving for 100 per cent membership.

THIRD DIVISION employees have been having their share of vacations. . . . *L. D. Hubbard* and his family vacationed at Carolina Beach during July. . . . *Minnie Mae Smith* of Clifton visited her daughter and grandson in Massachusetts recently.

MR. AND MRS. A. G. SMITH are proud parents of a new son who was named after his father.

CHARLIE SPELL, ill for several weeks, has returned to work.

JUNE 17 was the wedding day for *Mantie Hewett*, highway employee in the Maintenance Department.

BY PRESS TIME the new Brunswick County Prison Camp at Shallotte will be completed. . . . The camp, we hear, will be a real credit to North Carolina and Shallotte in particular.

DIVISION FOUR

BARBECUE AND CHICKEN were the fare at the Nash County highway employees' meeting on June 8 at the Nashville Prison Camp. . . . Officers elected at the meeting for the coming year are *W. L. Kemp*, president; *J. L. Womble*, vice president; and *J. A. Mitchell*, secretary and treasurer. . . . *E. A. Crump* was guest speaker.

I. G. HEDGEPETH is new superintendent of the Vance Prison Camp succeeding *J. H. Gupton*, recently resigned because of illness. . . . Hedgepeth was steward at the camp for seven years. . . . The camp recently canned approximately 1,800 gallons of vegetables for the coming winter.

DIVISION FOUR did its spring cleaning this summer and reports that the division home in Wilson has a new pavement. . . . The improvement also benefits the prison camp, division shop and sign shop.

THE FOLLOWING have been on the sick list recently: *Sam Livesay, T. J. McKim and Mrs. Dan Griffin, Jr.*

MARY FRANCES KING is new in the Raleigh district office replacing *Helena Morgan*, transferred to the Laboratory. . . . *J. L. McDonald* is now Fourth Division mechanic replacing *E. T. Pearce* who has been transferred to the position of Equipment Department superintendent in Raleigh. . . . McDonald was district mechanic at Henderson for a number of years. . . . *Sarah Dillon* is new and works for *Right-of-Way Engineer O. T. Green.*

MR. AND MRS. CLARENCE E. MOORE announce the arrival of a new laboratory technician, *James Ronald Moore*, born on June 21.

CALL OUT the Junior G-Men. . . . The Fourth has a mystery on its hands. . . . On June 20 *Bill Avent, Corky Peabody* and *Ken Taylor*, all of the Location Department, were victims of a midnight burglar who pilfered their wallets.

FRANK MARTIN recently tasted the fruits of his labor. . . . That is, his table was graced by tomatoes from his garden.

HERSEL (BUDDY) SMITH, of the Division Shop, drove out a new 1950 Chevrolet recently. . . . His fellow workers are finding it hard to recognize him in his new car.



"PERFECT"

"PERFECT" bloodhound at the Wilson Prison Camp, shown in the accompanying picture is one good reason why crime never pays. . . . Prison folks say "Perfect" lives up to his name, too. . . . Shown with the dog is *Johnny Williams*, senior prison guard. . . . "Perfect" is owned by Division *Prison Supervisor H. B. Nichols.*

DIVISION FIVE

NORTH CAROLINA ROADWAYS hastens to correct an error made in the first issue. . . . The name of the Mayor of Hamilton Lake is *P. L. Welch*, not "P. L. Wench," as carried. . . . Mr. Welch's comment, upon reading the item, was, "The first time I ever got my name in print they had to spell it wrong!" . . . Please accept our apologies, Mr. Welch.

A ROUND-UP of familiar personalities in the first district of the Fifth Division would go like this, according to our able correspondent in that section. . . . *Fred Colclough*—a man of steady working ability who hardly ever receives a complaint about his Durham County section. . . . *Prison Foreman W. L. Mangum*—the news reporter from Bahama who has no trouble obtaining news from the fairer sex. . . . *R. G. Williams*—a good motor grader operator who takes a lot of interest in his work and equipment. . . . *G. S. Slaughter*, section foreman—a good section man and a good husband, too, from all reports. . . . *E. L. Humphries*—a good hard-surface man with a favorite pastime of eating. *R. G. Holleman*—a veteran section foreman and a good party chaperone.

WEIRD TALES come to us about a sign off Highway 55 near the University Drive intersection in Durham. . . . A "No Left Turn" sign is located there but in a very peculiar spot—some distance off the road in a wooded area. . . . The *Durham Herald* wonders if the Highway Commission has now begun marking rabbit paths.

JUNE KNIGHT has joined the highway family circle in the Durham district office. . . . She hails from Sanford. . . . Also new in the division is *Mrs. Helen H. Pringle* in Greensboro who replaces *Hazel Pruett.* . . . Helen worked for the Commission from 1946 to 1948.

FOREIGN ENGINEERS with Kodaks and various accents left the Fifth Division with considerable data, from all reports. . . . The engineers were visiting North Carolina on a trip sponsored by the State Department and the Bureau of Public Roads.

WEDDING BELLS were heard around the first district office when *Margie D. Scarce* became the bride of *Charles Sanders* on June 26. . . . Her new husband is employed by the City of Durham.

MR. AND MRS. J. H. PROCTOR really have sons to be proud of. . . . *Harris Proctor* made straight "A" grades at Harvard University during the past year. . . . He also taught classes in political science at MIT on the side. . . . *Fletcher Proctor* is an up and coming artist. . . . After completing a year's study in Richmond, he recently left for New York for special study at the Art Student's League of New York.

KIRK DUNCAN has a word for future sun bathers. . . . He says "Don't go to sleep under an umbrella, because the sun won't stand still!" . . . Needless to say, he learned this truth the hard way.

FAREWELL was said recently to *J. M. Cash*, resigned. . . . He had been working with *Roy Beard* in Granville County.

SYMPATHY is extended to the family of *W. A. Page*, truck driver of Durham County, who passed away during June.

C. W. CRISSMAN, senior road construction superintendent of district one, has finally been successful in finding a house in Durham. . . . He recently moved his family from Oxford.

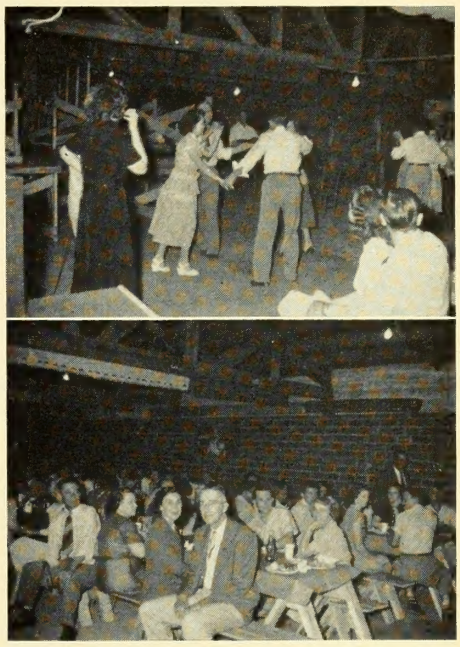
GET WELL QUICK wishes go to *W. J. Rayl*, section foreman helper, who was on the sick list far too long.

FIFTH DIVISION employees were saddened to hear of the death of *Lex R. Newton*, superintendent of the Person County Prison Camp, who was killed in a truck accident in July.

L. H. WILSON of Greensboro was re-elected chairman of Unit 5 of the highway employees' association. . . . *C. W. Crissman* of Oxford was named vice chairman and *Mrs. J. I. Lynch* of Greensboro, secretary-treasurer.

DIVISION SIX

FUN AND FROLIC were the order of the day at the Lee County ladies' night meeting of the highway employees' association some months ago. . . . To prove it, we ask you to look at the accompanying pictures. . . . The orchestra, which played for square dancing after the barbecue dinner, was made up of employees. . . . That's *T. G. Poindexter and Mrs. Poindexter, Mrs. J. L. Stewart, Mr. and Mrs. C. M. Vick* and *Mr. and Mrs. F. M. Humphries* in the table photo.



FUN AND FROLIC

COMMISSIONER GEORGE COBLE dared and did. . . . That is, after years of wondering if the Lexington Confederate Soldier monument could be moved, Mr. Coble took the matter into his hands and made plans to have the monument moved from the middle of US 29 and set up anew on a plot near the Davidson County courthouse. . . . The statue was a major traffic hazard on Route 29. . . . Commissioner Coble claims this was the only Confederate Soldier in the South facing the South.

JUDGE BERT IVEY of Lumberton, who was recently defeated in his re-election try, received a "sympathy" card from boys at Prison Camp 606 who signed themselves as the "Freshman Class of 1950". . . . But Judge Ivey showed he has a sense of humor and sent them a check for $5.

SUMMER has been vacation time for a number of Sixth Division employees. . . . *C. B. Wicker*, division prison supervisor, spent a week with his family at Nags Head. . . . *Tommie Williams*, mechanic, spent his vacation at Lake Lure fishing. . . . *Harvey Marley*, shop clerk, vacationed at Carolina Beach and his fellow employees say the purpose of his visit there was to look at the pretty girls. . . .

Claude Marley, welder, traveled to Pocomoke City, Md. . . . *Ab Carter*, maintenance supervisor, spent his vacation at Lake Waccamaw. . . . *Sara Helen Covington* took a motor trip to New Orleans.

SIXTH DIVISION employees are sorry to lose *Mrs. Wincey Handy*. . . . She resigned to become a full-time housewife.

NEW OFFICERS elected at the Randolph County highway employees' meeting on June 27 are *John G. Hall*, county chairman; *W. H. Renegar*, vice chairman; and *Mrs. Henrietta Thomas*, treasurer. . . . A similar meeting was held at Siler City on July 14.

BOYD SMITH, new inventory keeper at the division Equipment Shop in Asheboro, is sorry baseball season is about over. . . . He was the McCrary Eagles' star center fielder.

PROMOTIONS in the division: *J. B. Bridges*, from senior inspector to senior road construction superintendent; *Robert Rupert*, from levelman to instrumentman; *Horace Farrell*, from junior to senior inspector; and *Rufus W. Howell* from gang foreman to supervisor foreman.

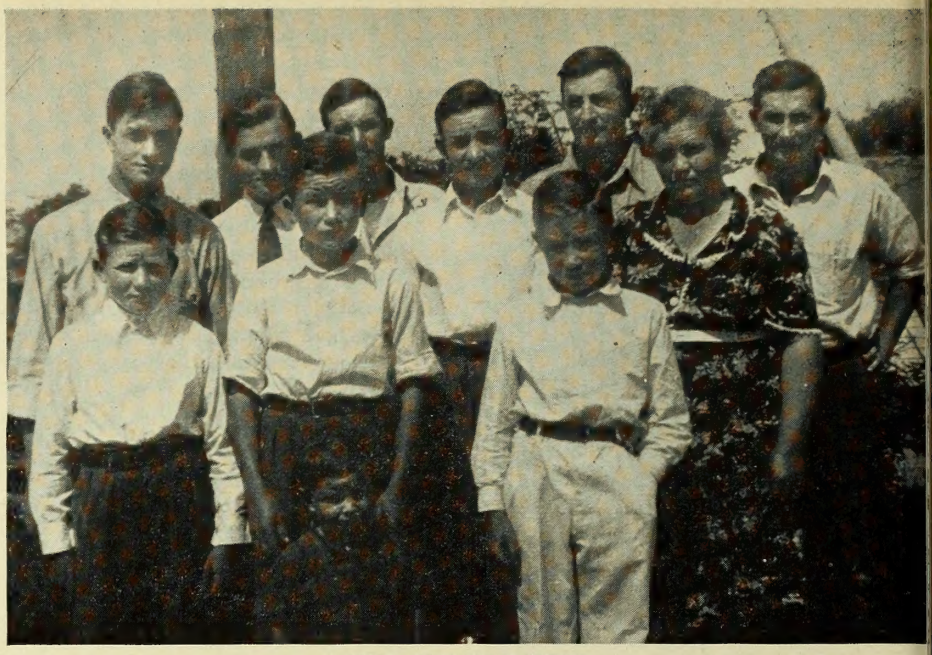
TWO NEW HELPERS in the division are *Sonova Mae Stallings* of Lumberton and *James Oliver* of Carthage.

L. M. MITCHELL, bridge foreman in Randolph County, was among the many Mitchells at their annual get-together on June 17 in Greensboro.

FELLOW WORKERS are waiting for *A. T. Wicks* to give a housewarming. . . . Wicks, in the Bridge Department at Asheboro, is building a new home just south of Asheboro.

SPEEDY RECOVERY WISHES are extended to *Peggy Jane Jarrell*, daughter of *E. S. Jarrell* of the Randolph County Bridge Department and to the wife of *Leroy Cranford*, also of the department.

MR. AND MRS. W. S. AUMAN are proud parents of a son born June 7. . . . We hear that father and son are gaining strength daily.



THE SCHENK NINE

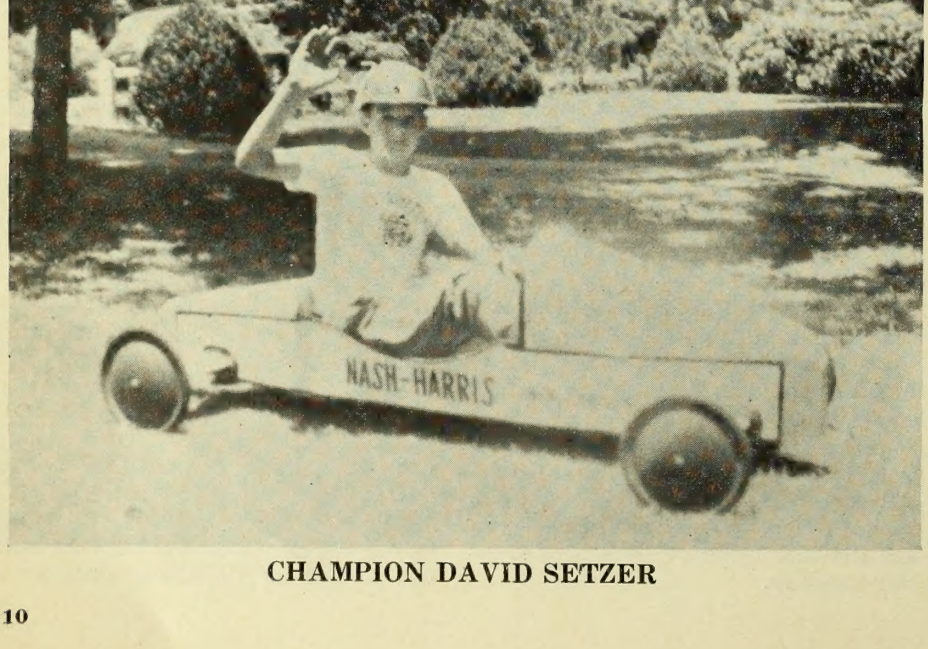
JOHN WAYNE FOUTS, instrumentman, became a bridegroom on July 1 in Lexington. . . . He was married to the former *Audrey Jean Tussey*. . . . *William Grant Trexler, Jr.*, also will become a bridegroom in the fall. . . . At that time he will marry *Miss Lois Grimes*. . . . He worked with the Maintenance Department during the summer.

DIVISION SEVEN

ROWAN COUNTY highway association employees announce the following officers elected recently. . . . *L. A. Cooke* became new president. . . . *R. P. Rollins* is vice president and *E. J. Lewis* is secretary-treasurer. . . . Officers were elected at a combination business meeting and fish fry attended by 120 members. . . . The meeting was presided over by *G. E. Rike*. . . . *W. L. Kesler* is former president of the group.

THE SEVENTH DIVISION reports that it has all kinds of supervisors. . . . Take, for instance, the sketches done on some of them by *Correspondent R. L. Brown*. . . . *Bill Canfield*, sign supervisor, starts his work day early at two or three a.m. *Willie T. Smith*, road oil supervisor, is adept at getting roads paved in a hurry. . . . *William H. Haywood*, prison supervisor, sees that no petty graft takes place and charges for the ham he serves. . . . *Red Kistler* is one of the best equipment mechanics in the state and delights in telling fish stories. . . . *Earl Brinkley* is always on call and answers requests too. . . . *Division Mechanic P. R. McCorkle* makes a supervisor feel like a supervisor. . . . *H. M. Burgin*, district engineer, conducts much of his business by telephone. . . . *Andy Little*, resident engineer, took a lot of complaining when he supervised the building of the cross-town boulevard in Charlotte.

THAT'S the "Schenck Nine" shown in the accompanying photograph. . . . They are the family and baseball team of *R. W. Schenk*, second district mechanic of Salisbury. . . . Pictured are *Clyde*, who played ball with Virginia State League this summer; *Dan*, who is with the highway asphalt patch crew in the Maintenance Department; *Don*, who pitched for the local American Legion Club and was a star for the Boyden High School team of Salisbury last spring; *Gilbert*, who is connected with Rowan Dairies and is twin brother to



CHAMPION DAVID SETZER

Wilbert, with the Highway Construction Department; *Cecil* and *Elmer*, both with a local contractor; *Coach Papa Schenk* and *Scorer Mrs. Schenk; Arnold*, the farmer; and little *Norman*, shown in front, who plays around home.

CAPTAIN PARKS HELMS of the Monroe Prison Camp holds the rummy championship in those parts. . . . At least, Captain Helms says so. . . . *Captain Lonnie Medlin*, also of the Monroe camp, holds the record for tomato growing, we hear.

SECOND DISTRICT employees who qualified for service emblems are: *J. A. Kennedy* who received a 25-year emblem. . . . *J. R. Basinger, L. A. Cooke, D. K. Lowder*, 20 years. . . . *E. L. Graham, H. C. Kesler, W. L. Kesler, Z. V. Rinehardt, A. V. Safrit, J. D. Schenk* and *E. C. Shinn*, 15 years. . . . *H. W. Bost, W. B. Crump, Jr., C. F. Graham, H. A. Harwood, K. L. Honeycutt, C. R. Hudson, E. J. Lewis, Jr., H. R. Morgan* and *J. C. Morris* received 10-year pins. . . . Receiving five-year emblems were *D. F. Bost, W. S. Goodson, A. J. Harkey, P. H. Hinson, J. H. Lowder, B. B. Poplin* and *G. L. Simpson*.

DAVID E. SETZER, shown in the picture on the opposite page, is the 15-year-old son of *Mr. and Mrs. E. L. Setzer* of New London. . . . David won second place in the Class "A" Soap Box Derby Races held in Charlotte recently. . . . He is an old hand at the racing game, having won two main events in Stanly County while a cub scout, first place in the county races in 1944 and first place in the six-county Scout Council Race in 1945.

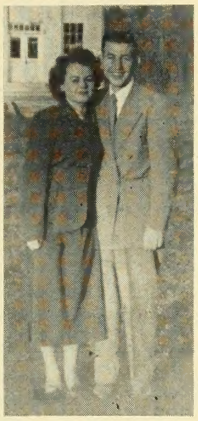
VACATIONS were the topic of many conversations throughout the Seventh this summer. . . . *H. W. Love* and *K. L. Honeycutt* enjoyed the May Day races at Indianapolis, Ind. . . . *Charlie Poole* and *Paul McAllister* vacationed in Western North Carolina. . . . *Ruth Jones* traveled to Charleston, S. C., to attend the graduation of her niece from Ashley Hall Boarding School. . . . *H. M. Burgin* visited relatives in Burnsville. . . . *George Cherry* took a vacation but won't say where he went. . . . *Charles Todd* toured Texas, Arizona, New Mexico and Mexico. . . . *A. J. Parra* visited New Orleans, La. *Joe Phillips* visited in Virginia, New York City, New Hampshire, Massachusetts and Maryland.

AMONG the many beach-goers were *T. F. Royall, D. K. Lowder, J. N. Bost, D. D. Shoaf, W. A. Little, Charles Jones, Tom Gribble, Floyd Penninger, Johnnie Bost, C. M. Shaw, P. H. Ferguson, J. L. Black, Fred Hubbard* and *Paul Bost*.

FISHING TALES were riot after the trips taken by *W. M. Berryhill, Marvin Kistler* and *E. S. Sossamon*.

SEVERAL Seventh Division employees have moved into new homes recently. . . . *Frank Westerlund* moved his family into their new home in Albemarle. . . . *W. L. Kesler* moved recently also. . . . And *W. M. Pender* has a new home on Beatty Ford Road.

PROUD fathers in the division include *H. H. Stewart* to whom a baby girl was born on June 25; *Jim Dulin*, a daughter on June 14 (this makes Jim the father of 15 children); and *P. G. Hatley* of Albemarle, a seven-pound girl.



NEWLY-WED CRANFORDS

ON THE "JUST MARRIED" list are *Charles N. Cranford* and the former *Elizabeth Tucker* shown in the accompanying picture; *C. H. Parker* and the former *Mary Virginia Doby*, who were married on June 3; *B. C. Hagler* and the former *Eloise Long*, married on June 17.

CONSTRUCTION WORKERS in Anson County were guests of *Hoyle Tucker* recently. . . . The meal, prepared by ladies of the Fountain Hill community, was served picnic style. . . . The dinner was given by people of the community in appreciation for services rendered by highway employees headed by *I. L. Gaddy* and *J. P. Thomas*.

SYMPATHY is extended to *Commissioner M. Otis Poole* in the death of his father in July; to *Sam Henley*, mechanic, in the death of his grandfather; and to *A. M. Thompson*, road machine operator, in the death of his mother on June 24.

FELLOW WORKERS extended "get well quick" wishes recently to *W. L. Shaw*, the wife of *P. R. Ingold*, the son of *P. R. McCorkle, Charles Estridge* and to the daughter of *J. E. Anderson*.

SOME 140 employees attended the Mecklenburg highway employee association meeting held this summer. *J. C. Phillips, W. A. Little* and *E. J. Brinkley* were elected to offices for the coming year.

EDD FINISON has been named maintenance supervisor for Stanly County replacing *J. A. Kennedy*, transferred to Rowan County as maintenance supervisor. . . . *C. W. McLester, Jr.*, was transferred from Cabarrus to Stanly County.

AFTER MANY faithful years of service, *T. F. Shinn*, foreman from the Mt. Pleasant Prison Camp, has retired. . . . He now makes his home in the Georgeville community.

DIVISION EIGHT

DISTRICT ENGINEER J. F. "BURR" BIVINS returned from the nation's capital with quite a story about the Eighth's "Man in Washington", *Congressman R. L. Doughton*. . . . It seems that "Burr" called on the Congressman about seven o'clock



in the morning, and the following greetings were exchanged: . . . Burr: "Good morning, Mr. Doughton, you are at work bright and early this morning." Mr. Doughton: "Well, I don't know just what you mean by early, but I've been here since four o'clock."

"BURR" was in Washington checking on the proposed revision in the Social Security Act, results of which are carried elsewhere in this issue.

A NEW SLATE of officers was elected at the highway association meeting held recently in North Wilkesboro. . . . *R. B. Fitzgerald* is new president; *O. K. Stephens*, vice president; and *J. F. Bivins*, secretary-treasurer. . . . The meeting was also the occasion for a barbecue dinner. . . . A number of State Personnel Department employees and association officials from other parts of the state were among those present.

THE EIGHTH was saddened to hear of the death of *E. P. White* of Winston-Salem on August 2. . . . Mr. White was a member of the Road Oil Department.

CONGRATULATIONS are in order for *Mr. and Mrs. Mack P. Dishman* of Mabel to whom the stork brought a new son on August 2.

THE ROAD OIL DEPARTMENT is minus two of its employees. . . . *Ted Ashley* of Warrensville and *Everett Cole* of Vilas recently volunteered for the U. S. Army.

DISTRICT ENGINEER R. B. FITZGERALD recently received a note of thanks from the pastor and leaders of Bethania Zion Church. . . . The letter was written in appreciation of a newly-paved road which runs by the church.

DIVISION NINE

WE RECEIVED so many favorable comments on *Engineer Cantrell's* cover drawing of the mountaineer (see our first issue) that we are printing another.

SEVEN NINTH DIVISION employees have the distinction of having worked for the Highway Commission more than 25

years. . . . NORTH CAROLINA ROADWAYS salutes *John Brown Young, Ivey Odis McCarthy, Thad Baxter Guy, William Thurston Morris, William Robert Thompson, Jollie Jones Carswell* and *John Lee Grant LaFevers.*

CARL WATTS, truck driver, was the victim of an unusual highway accident while on the job recently. . . He sustained injuries to his right leg when, as flagman during construction work on the highway, he was hit by a truck which failed to stop. . . . The truck chased him down a slanting embankment and Watts was buried under dirt by the truck.

SYMPATHY is extended to *Mrs. Lois B. Knox* in the death of her sister on July 1.

IT WASN'T a real vacation but at least a change for *E. W. Champion, Phil Rucker, R. W. Carlton, Allen Gray* and *H. D. Smith* who spent two weeks at the National Guard encampment at Camp Jackson, S. C. . . . Likewise, *Joe Rose* and *Pitt Beam* spent two weeks at the Civil Air Patrol encampment at Shaw Field, S. C.

VACATIONEERS and their destinations follow: *Mr. and Mrs. J. I. Church*, Sparta and points of interest in the Smoky Mountains. . . . *H. D. Smith*, Canada. . . .*Mrs. Fidelia Edney* (who apparently spent part of her vacation at her newly-completed home in Shelby). . . . *Mr. and Mrs. Joe Davis* and *Betty Peeler*, Daytona Beach, Fla. . . . *Guy Smith*, Ridgecrest attending the Baptist Assembly. . . . *Mrs. W. W. Wyke*, Lake Junaluska. . . . *Mr. and Mrs. Glen A. Mull*, Atlanta, Ga. . . . *Mr. and Mrs. Mays H. Flack*, Myrtle Beach, S. C.

JIM BAILEY, blacksmith at Marion, has solved the "flying saucer" mystery. . . . He says the object seen was only highway employees taking Hadacol!

THE EQUIPMENT DEPARTMENTS at Columbus and Morganton have the building fever. . . . Both departments have moved into new garages. . . . *Bob Hilliard* and *Frank Cobb* are especially pleased.

AFTER two years' absence, *Manley T. Barrier* has returned to work with the Commission. . . . He is stationed at Jonas Ridge.

LINCOLN COUNTY employees attended a fish fry at Hovis' Fish Camp on July 8. . . . *Paul Sain*, key foreman, reports a good time was had by all.

DAN CUPID continues on the job in Division Nine. . . . Two latest victims in district two are *C. B. Patterson* who claimed *Rachel Hewitt* as his bride and *D. R. Millsaps* who was married to *Edna Ruth Jordan*. . . . *S. N. Lattimore*, road oil employee, was married on June 30 to *Lela Mae Ragan*. . . . It is rumored that *Jack West* also has matrimonial thoughts on his mind.

A NUMBER of employees from district three have been on the sick list. . . . *Gene Pruett*, truck driver in Burke County; *Gus Mitchell*, truck driver, suffered a broken arm; *Summy T. Bowman*, machine operator in McDowell County, suffered a badly mashed foot; *Ivey O. McCarthy*, machine operator in McDowell County, was out of work with a sinus infection; *Emory Wilson* suffered two broken toes; *Robert H. Martin*, machine operator of Rutherford County. . . . We hope they are back on their feet by now.

FAMILIES of highway employees have been sick too. . . . *Steve A. Bailey*, son of *Machine Operator John A. Bailey* of Rutherford; *Margaret Carpenter*, daughter of *Foreman Robert L. Carpenter; Anita and Sonny Mull*, daughter and son of *Maintenance Supervisor Glen A. Mull*. . . . Mrs. *John A. Bailey*, wife of the machine operator in Rutherford. . . . *Mrs. Joseph A. Logan* of Ellenboro. . . . *Mrs. J. C. Gaither.*

MR. AND MRS. W. C. REEP of Morganton report they have two new additions to their family. . . . Two of their daughters recently presented them with two new sons-in-law.

BOBBIE RICKS, son of *District Mechanic E. D. Ricks*, took a six-weeks course at Transylvania School of Music at Brevard during the summer.

A FIELD OF CORN decorates Franklin Avenue in Gastonia . . . the corn has grown during resurfacing operations on the street now getting a million-dollar face lifting.

DIVISION TEN

TENTH DIVISION, third district, took a count of noses recently and found to its surprise that eight employees have the name of "John." . . . They are *John Thuss*, maintenance supervisor; *John Hall*, prison camp superintendent; *John Curtis*, blacksmith; *John Waldroop*, machine operator; *John Ledford*, machine operator; *John Ferguson*, laborer; *John Shoemaker*, laborer; and *John Hogsed*, laborer.

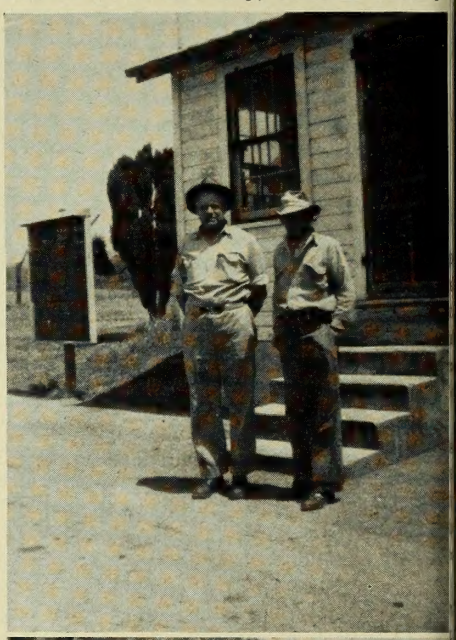
FURTHER, it was found that many have Biblical names, among them *Sye "Seth" Birchfield; "Matthew" M. Ledbetter; "Paul" Lominac; "David" Hensley; "James" Luther Truett; "Samuel Abraham" Barnett;* and *"John" W. Thuss.*

AND IF THAT isn't enough, there are also the following famous persons in the group. . . . *"George Washington" Clayton; "Grover Cleveland" Mauney; "Thomas Jefferson" King; Clyde "Buchanan"; "Zebulon Vance" Davidson; "John Wesley" Curtis; "Horace Greeley" Harper;* and *"Jesse James" Robertson.*

THE THREE Tenth Division employees in the photographs on this page are: *Hubert Guy Hill*, yard foreman, and *Jesse Robertson*, truck driver, shown in the Cherokee County shed at Peachtree; and *Jack D. Jenkins*, yard foreman of Swain County.

EIGHT EMPLOYEES in the third district completed 25 or more years' service with the Commission recently. . . . They are *John M. Briggs, Homer Jackson Ferguson, Grover Lewis, G. T. Stalcup, Joe F. Setser, Carl Thomas, B. R. Walters* and *Harry L. Walton*. . . . Congratulations to each of you.

THE FOLLOWING have been ill recently: *W. T. Madden* and his son; the wife of *W. H. McClung*, Graham County





EMPLOYEES ON THE JOB

foreman; *James McCall*. . . . *Garnett Galloway* of Hayesville; *W. P. Dillard* of Cashiers; *Jack W. Sherrill* of Franklin; and *Roscoe Lewis* of Sylva. . . . We hope they are back on their feet now.

THERE IS A NEW ADDITION to the *Hubert Guy Hill* family. . . .He is *Hubert Mitchell* born on May 7.

JACK W. SHERRILL of Franklin is a

(Continued on page 18)

An engineer who knows discusses some of the truth and fallacy about highway by-passes

"Why Don't They Build A By-pass?"

By JAMES S. BURCH
Engineer of Statistics and Planning
State Highway Commission

"Why don't they build a by-pass?"

Probably every driver has asked that uestion at one time or another, but few ave thought it through to a satisfactory nswer. Perhaps every merchant has deated the question in terms of relief of ongestion versus routing traffic away rom Main Street.

All of us like to classify every proposal s good or bad. We believe that what appens at one place will naturally hapen at another. We usually reach a ecision based on "how it will benefit ıe."

The more we study this question, the ıore we realize that there are many omplex phases involved—matters which ıust be considered.

Let's look at two of the fundamentals:

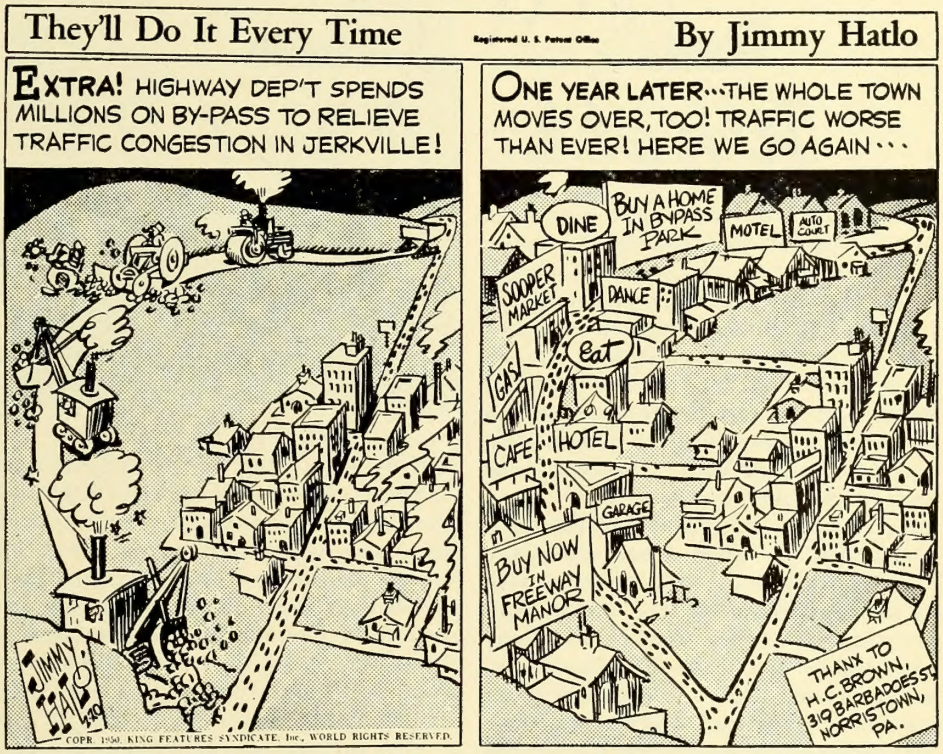
First, we have the often forgotten remise that the state has no road money xcept that which is earned through taxes n gasoline and license plates. Simply tated, a road must earn its keep to be ustified, and it must be used if it is to arn.

Second, drivers have definite destinaions and will go to them. The state ıust find out how many drivers want to o where and fit the road to their wishes nd needs. The driver will not use a oad unless it is to his advantage. Its se must be by many, many drivers every ay if it is to earn its "keep."

How about the wishes of the drivers?)ver a period of several years, we have ıade "Origin-Destination Traffic Surveys" t a dozen North Carolina cities. This nvolved stopping about half a million rivers at the city limits and asking each f them where he was coming from and vhere he was going. You may be sur-)rised to learn some of the facts these urveys revealed.

Destination: City

The average trip is very short—in fact, ess than 20 miles long. Over 80 per cent)f the trips are shorter than 20 miles in ength. So, when you are on that long rip, you are in the minority.



Cartoon Courtesy of King Features Syndicate and Mr. Jimmy Hatlo

One end of perhaps 80 per cent to 95 per cent of the trips is in the city and not beyond the city. Now that leads to many important results. It means that the vast majority do not want to go around the city. So, to build a by-pass, the state would serve only a small percentage of the traffic at the city limits. It also means that a by-pass would relieve down-town congestion to a very minor extent.

"Well, why not by-pass the trucks," you say? The answer is the same. The vast majority of the trucks are making a stop in the city. They must do so to serve that city. And the same is true of busses.

These are not opinions. They are cold, bed-rock facts.

"A by-pass would be so cheap to build," you say. Well, how about it? A by-pass must be close in if it is to be used. If close in, it must cross many railroads and major highways, and we must build expensive grade separation structures at every one with access ramps and expensive intersections. Along all the highways near every city are industrial plants, stores, homes, filling stations and dozens of these would have to be torn down. Then, there are the water lines, sewers, power lines, telephone cables, etc., to be crossed or removed.

Would the by-pass be of much value if driveways enter it every 70 or 80 feet? If that were allowed, the by-pass would soon be another city street—with parking, red lights, congestion, etc. (See cartoon) If we prohibit these things, we may block off the city's growth, unless we build parallel service roads and even more frequent underpasses.

(Continued on page 20)



What's New?

A Round Up of Highway News From Nags Head to Nantahala

If RFD Tar Heels know a good bargain when they see one, they'll take the Highway Commission up on its proposition about rural mailboxes . . . In cooperation with the North Carolina Rural Letter Carriers' Association, the Commission has selected a neat-looking portable mailbox with a concrete base as a model for state-wide distribution . . . If rural citizens will install such a mailbox at their front gate, the Commission will have its forces provide an all-weather approach . . . This helps everybody: the rural mail carrier (who can reach the mailbox without endangering his life), the highway Maintenance Department (which won't be knocking over mailboxes when it scrapes the road) and the resident (whose property will be made more attractive and pleasing) . . . Models of the new mailboxes will be on display in each county courthouse soon, and your mail carrier or postmaster will have information about where to procure them.

Mrs. Elizabeth Hughes called Highway Commissioner L. Dale Thrash out of the Commission room at its August meeting to take a long-distance telephone call . . . When Commisioner Thrash returned, he whispered to one of his associates: "That was my wife in Asheville; she says she's sitting by the fire."

His associate, preparing to hear another round of scandal from the Prison Department, turned wearily and replied: "You can tell her we're sitting on top of one."

City residents will be interested to know that Governor Scott is talking about a proposition that would have the Highway Commission take over construction and maintenance of all city streets . . . But the Chief Executive doesn't think it can be done without raising the gasoline tax a mite more . . . On the other hand, rural residents who complain because their road isn't on the Highway Commission system should gain new hope from action taken by the Commission at its July meeting: Instead of adding only 750 miles per year to the system, the Commission will henceforth take in 1,500 miles every year.

Just in case you didn't read it elsewhere, the Highway Commission has awarded the contract for its $1,800,000 Raleigh headquarters building to Thompson and Street Company of Charlotte and the firm has begun preliminary work on the site at Wilmington and Morgan streets . . . Incidentally, the Commission also plans to place a memorial plaque to Frank Page, late distinguished chairman of the Highway Commission, in the front lobby.

BRIEF NOTES FROM HERE AND THERE: Asheville is looking forward to the dedication and naming of the magnificent new West Asheville Bridge . . . Highway divisions in Western North Carolina have been doing a wonderful job on smoothing out roadside picnic areas on tourist highways . . . New speed zones have been authorized for sections of the Fort Bragg-Fayetteville Boulevard with the arrival of the war crisis and extension of construction activiti at that giant military center.

Safety Engineer H. D. Jones got a thority from the Commission recent to make special certificate awards the approximately 3,000 highway er ployees who have had no accidents the last three years . . . You'll he more about this later.

Your Highway Commission has join other states in financing an interesti experiment in Maryland to test the effe of truck load weights on the deterio ation of highways . . . The test shou be finished this fall.

A special team from Jim Burch Statistics and Planning Division is su veying 6,000 miles of primary highwa in North Carolina to locate road defec . . . They are measuring sharp curve excessive grades, shoulder widths, limi ed sight distances and such . . . Resul of their survey will make future hig ways better than ever.

By the time you read this, constructi should have already begun on a 57-mi stretch of toll road between Virgin Beach, Va., and Nags Head, N. C. . The coastal highway is a private financed venture, and its owners w charge one buck per car when the ro is opened . . . The company behind t project also wants to extend the t idea to two proposed bridges furth south, one across the Croatan Sou and the other over the Alligator Riv . . . Your Highway Commission has be making a traffic survey of that ar recently in response to many petitio

And speaking of another propos toll road, Governor Scott has been to that a superhighway across North Ca lina would be a "sound financial i vestment" by engineers making a pr liminary survey for Charles F. Jon president of the First Securities Cor ration of Durham . . . The full surv will be ready for study by the Governo Turnpike Study Committee someti this fall.

Sing! Nobody ever went to sle driving while singing.

In baseball, an error in judgment m lose the game. In driving, an error judgment may leave you maimed. Do make an error in driving. Be caref Be sure.

In baseball, a line drive can be a h but in highway safety, a "line-drive is a menace.

A cracked bat may rob you of a ba hit. A cracked windshield may rob y of a chance to avoid an accident.

A Road Sign for Dellview

This is a story about Dellview, the mallest town in the world.

Dellview—like towns much larger—ad a road problem several months ago, nly in this case it was a road sign roblem. The Highway Commission sign hop over in the Ninth Division (Dell-iew is in Gaston County) got a bum teer on spelling and its sign for Dell-iew came out "Delview"—with one l" missing.

Governor Scott heard about it:

"The sign erected by the Highway)epartment at Dellview showed the ame misspelled with one 'l'," read a etter to the Governor from J. Henry)ellinger, Dellview rural letter carrier. 'This probably would not make any lifference except that this is the year or the census, and Dellview has the listinction of being the smallest in-orporated town in the United States and naybe the world."

Governor Scott rushed the letter cross Capitol Square to Dr. Henry ordan at the Highway Commission with personally scribbled note attached: 'Please arrange for a night school for hose in the 'grammar' department," t said.

Dr. Jordan channeled the letter traight to Ninth Division Engineer Lewis Peck in Shelby, and Engineer Peck with typical briskness had the ign changed in no time (as you see n the accompanying "before and after" photographs).

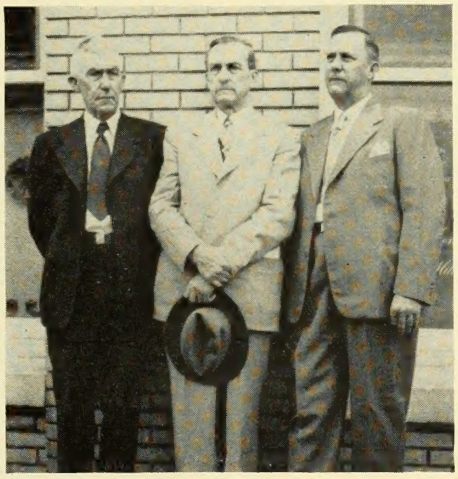
That got us interested in Dellview, o we wrote Mr. Dellinger for further letails about his small town.

Here's What We Found Out

Dellview was incorporated by an act f the North Carolina Legislature of 925. Purpose of the incorporation according to Attorney David P. Dell-nger, a member of the General As-embly from Gaston that year) was so hat residents might protect themselves rom damage caused by stray dogs. The ncorporators were interested in a large hatchery and poultry business, and the logs caused considerable loss to small hicks. The Legislature gave the town officials authority to pass legislation against stray dogs.

Soon stories began to circulate pro-claiming that Dellview was the smallest ncorporated town in the world. The ensus of 1930 showed a population of 0 (two families). In 1940 it fell to ight and this year's count showed only seven—Mr. and Mrs. Thomas Dellinger and their son Robert and Mr. and Mrs. Henry Dellinger and their two daughters, Gladys and Vilma.

Mrs. Onie Dellinger is mayor, Mrs. Ola B. Dellinger is clerk, and A. Tom Dellinger is chief of police. These three are the town board of commissioners. J. Henry Dellinger is rural letter carrier; Robert G. Dellinger is with the



DELLVIEW'S FOUNDERS
From left to right, David P. Dellinger, A. Tom Dellinger and J. Henry Dellinger.

State Highway Commission; Gladys Dellinger is a supervisor at the Gaston County Welfare Department and Vilma B. Dellinger is a graduate student at the University of North Carolina. David P. Dellinger, resident of Cherryville, is town attorney.

Our latest report on Dellview says that a parking meter company has agreed to install one parking meter without cost to the town.

A pitcher with speed and no control is soon sent to the showers. A driver with speed and no control is soon sent flowers. Observe all speed rules.

In baseball, three strikes retires a batter. On the highway, one strike may retire you—permanently.

A good defense in baseball anticipates what the other team may do. When driving on the highway, be prepared for what the other fellow may do.

Safety is no accident.

Hats off to the past—Coats off to the future.

Our Hogs Have Two Hams

(Continued from page 5)

(7,300 acres). Other farms are scattered throughout the state at 93 prison camps.

Prisoners work on this farm land under the supervision of paid employees. When a surplus exists in any area of the state, officials transfer it to other prison camps deficient in that type of foodstuff. During the summer months prisoners can large quantities of fruits and vegetables at four large canning plants for distribution throughout the prison system.

Each camp has its own hogs to take care of garbage disposal. Later these fattened hogs provide meat for prison tables.

Since it makes up more than one-half of the entire acreage of the prison farms, the Caledonia Farm deserves special mention. About 210 prisoners work there now, producing food for themselves and feed for 8,000 hogs and 600 beef cattle. This livestock eventually will be slaughtered and distributed to other camps.

Caledonia sometimes finds its lands menaced by overflow from the Roanoke River. The farm has suffered severe damage in the past, but the Bugg's Island Dam will remedy that situation, and activities at Caledonia may then be expanded.

At the Cary Prison Farm near Raleigh, the Prison Department maintains a modern dairy to supply milk and butter for Central Prison, Woman's Prison and the Cary Prison. Cows are scattered throughout the state at other prison camps to provide fresh milk for prisoners.

Because of the recent mild winters the Prison Department has discontinued curing hogs at prison camps. All curing operations have been centralized at the cold storage plant in Butner under controlled temperatures. To date, some 500 hogs have been cured there without any loss of meat.

A Progress Report

(Continued from page 4)

shot in the arm because its link with Beaufort and Morehead City has been paved.

Better refrigeration and quick trips to the larger fish markets in the Morehead area has meant increased income for many fishing families. Pulp wood buyers have come into the area in force and this has meant additional income.

In Merrimon, the houses are getting a new coat of paint and there are other signs of a wakening community pride. The delivery trucks from Beaufort and Morehead City are serving the village for

(Continued on page 17)

Gold Appointed New Prison Director

Chief of Police John M. Gold of Winston-Salem took over the top spot in the Highway Commission's Prison Department on August 15, succeeding J. B. Moore.

Chief Gold has an outstanding record as a law enforcement officer. He is 40 years old, a native of Shelby and a graduate of Oak Ridge Military Academy and Wake Forest College where he was a well-known football player. Young Gold joined the State Highway Patrol following his graduation from Wake Forest. Later, he became police chief of Reidsville and because of his unusually fine record there was chosen by the FBI to receive its National Police Academy Training.

Chief Gold became a special agent of the State Bureau of Investigation in 1941. At the outbreak of the Second World War, the FBI, expanding its facilities swiftly, appointed Gold to its ranks. He served as a special agent at Birmingham, Ala., Charlotte and Winston-Salem. He resigned that position in 1944 to become chief of police at Winston-Salem, a position he held until last month.

The new director of prisons is married to the former Jane Irvin of Shelby and they have three children—Jean, 11; Mary Lily, 6; and Julia, seven months. He is a member of the First Baptist Church and the Kiwanis Club.

North Carolina Roadways welcomes Director Gold to his new and challenging assignment.



JOHN M. GOLD

CHECK SHEET FOR SAFETY

(Assistant Division Engineer J. D. Miller, Ahoskie, has developed one of the most enthusiastic safety programs now under way anywhere in the state. Below, North Carolina Roadways lists some of the suggestions recently discussed at his safety meetings.)

1. Place signs at proper distance from work operations (300 to 400 feet).
2. Be courteous to the public at all times.
3. Always give proper signals when driving.
4. Keep 500 feet between vehicles.
5. Have violators of safety rules attend safety meetings and discuss violations.
6. Stress safety in loading stone at railroad sidings and on highways.
7. Inform personnel that violations of the state or county laws through their own negligence cannot be defended by the State Highway Commission.
8. Never get on or off moving vehicles.
9. Remember speed limit of 35 miles an hour.
10. Obey traffic signs.
11. Keep your mind on your job.
12. Know how to use fire-fighting equipment.
13. Have plenty of light for night work.
14. Don't park too close to another piece of equipment.
15. On dusty roads pull over as far as possible and wait until dust clears.
16. Don't pass on curves or at intersections.
17. Check batteries and keep tires inflated to proper pressure.
18. Stop at all railroad crossings.
19. Be careful on narrow roads and bridges.
20. Think.

(These suggestions were compiled from reports submitted to Mr. Miller by the following safety chairman in the First Division: W. M. Marshburn, R. S. Whitehead, David Keel, W. W. Wheeler, W. H. Mosely, George K. Mack, W. R. Fountain, A. G. Grizzard, D. A. Grissom and M. A. Robertson.)

Foreign Engineers Visit North Carolina

Forty-five foreign engineers from 15 nations inspected roads in North Carolina this summer as part of an eastern seaboard tour.

As Chairman Jordan suggested they might in a speech of welcome at Raleigh, the visitors found "just a little bit of everything" in North Carolina.

W. E. Hawkins, State construction engineer, handled arrangements for the tour which was part of a general trip sponsored by the Bureau of Public Roads through Virginia, North Carolina, Tennessee, Kentucky, Ohio and Pennsylvania.

After their Raleigh welcome the visitors took a trip to Johnston, Wayne and Wilson counties where they studied artificial sand and clay base construction and bituminous plant mix concrete wearing surface mixtures. With Division Engineer T. J. McKim and his Assistant Division Engineer, Earl Crump, as guides, they inspected the Fourth Division office at Wilson.

Next they moved to Durham where they visited the equipment yard of the Nello L. Teer Company. They heard Messrs. Nello Teer, Jr., and Dillard Teer explain the contract method of road-building. They saw motion pictures of past operations of the Teer Company. Later they were guests of the company at a barbecue, after which they toured the Liggett & Myers Tobacco Company factory and Duke University.

The third day's activities included a visit to the Central Equipment Depot of the Highway Commission near Raleigh. Later in the day they visited highway projects near Chapel Hill, Nelson and Snow Camp.

Leaving Raleigh on the fourth day, the engineers inspected the new Siler City by-pass, the work in progress on the Asheboro by-pass and proceeded to Greensboro where they were guests of Division Engineer T. A. Burton and his assistants. They were able to see some of the latest techniques in cement soil type construction being used in Guilford County by the D. W. Winkelman Company.

For their fifth day's activities in North Carolina the visitors looked over various types of road construction work in Forsyth, Davie and Iredell counties under the guidance of J. B. Clifton and G. G. Page. Ninth Division Engineer L. B. Peck and E. L. Kemper took over in Statesville and exhibited several projects under way in the Piedmont foothills.



These 45 engineers from 15 foreign nations inspected North Carolina roads this summer as part of an eastern seaboard tour.

Finally, the group moved into Asheville for a look-in on the famous Blue Ridge Parkway. Tennessee highway officials met them at the border on the way to Knoxville.

Engineer Hawkins reports that the visitors were enthusiastic about what they saw in North Carolina. Cameras and notebooks were much in evidence everywhere. Most of the visitors understood English well and listened intently to lectures by Tar Heel engineers. Said one Tar Heel newspaper reporter, commenting on their energy and enthusiasm: "They swarmed over the job like a flock of ducks on an assortment of June bugs."

A Progress Report

(Continued from page 15)

the first time. More traffic is flowing up and down Merrimon's new road.

In Alamance County, on the Piedmont, Copland-Fowler Industries, Inc., recently built a new plant on a secondary road which was paved as a part of the Scott program. Plant officials say that this factory—it employs 300 persons—wouldn't have been built had it not been for the road and the labor pool it tapped.

The road of the 99 fords, in mountainous Watauga County, was impassable, even to a jeep, 12 months ago. Elk Creek's Middle Cane neighborhood was as backward an area as you could find anywhere in the United States.

Today you can travel up Elk Creek easily in a one lunged, model T Ford. As a result the youngsters who formerly attended the one-room Lower Elk School will go to the large consolidated school in Deep Gap this autumn.

These three examples are merely straws in the wind. They may or may not be typical of the over-all social and economic effects of the rural road program. But there are some general reasons for believing that they may prove to be examples of the rule rather than exceptions.

For half a century industry has been slowly moving South. North Carolina has benefited from this migration because this state, unlike so many of the states in the industrial North, has an ample supply of excess labor.

Today we are in a period where excess labor is a tremendous industrial asset. There is every reason to believe that the present high labor demand will continue.

Coupled with this fact is the military necessity—and the social desirability—of industrial decentralization. North Carolina, a predominantly rural state with no single dominating metropolis, can fill that bill as well as any state in the Nation.

In years past our excess labor has been of limited value because it has been isolated from the factories by undependable roads. Today because of the Scott program, we are fashioning a potentially great asset out of that handicap.

The old time isolation is becoming *accessible isolation*. In this day and time that change can mean a golden economic future for North Carolina.

Whether it will mean such a future is the long range test of Governor Scott's rural roads program.



TWENTY YEARS AGO

On a sunny day in March of 1930 all the girls who worked in the Raleigh headquarters highway office gathered to have their picture taken. If you look beyond the 1930 style hairdos and long-waisted dresses you can still recognize Louise Bernard, Ina Ferrell, Florine Boone, Lillian Sorrell, Sudye Seltman, Lillie Bell Hunter, Elizabeth Hughes, Helen Brothers, Pauline Powledge, Mrs. Roger Miles and Mrs. W. H. Webb.

Tarwheels

(Continued from page 12)

busy man these days. . . . In addition to his regular highway work in the Macon County Maintenance Department, he spends a good part of his spare time at his recently-purchased store on the south side of Franklin. . . . His wife does most of the work around the store, however.

OFFICIALS of the Highway Commission and their crews were guests at a huge picnic dinner in June at the Fountain Hill Spring. . . . The picnic was given by residents of the Burnsville-Fountain Hill area.

AMONG THE HIGHWAY employees attending the Whitewater Falls picnic in June were *Division Engineer W. M. Corkill, Commissioner L. Dale Thrash* and *District Engineer B. S. Connally*. . . . The picnic was held as the initial step in arousing interest in a scenic highway by the cascades located in the area. . . . The falls are reported to be the highest in Eastern America.

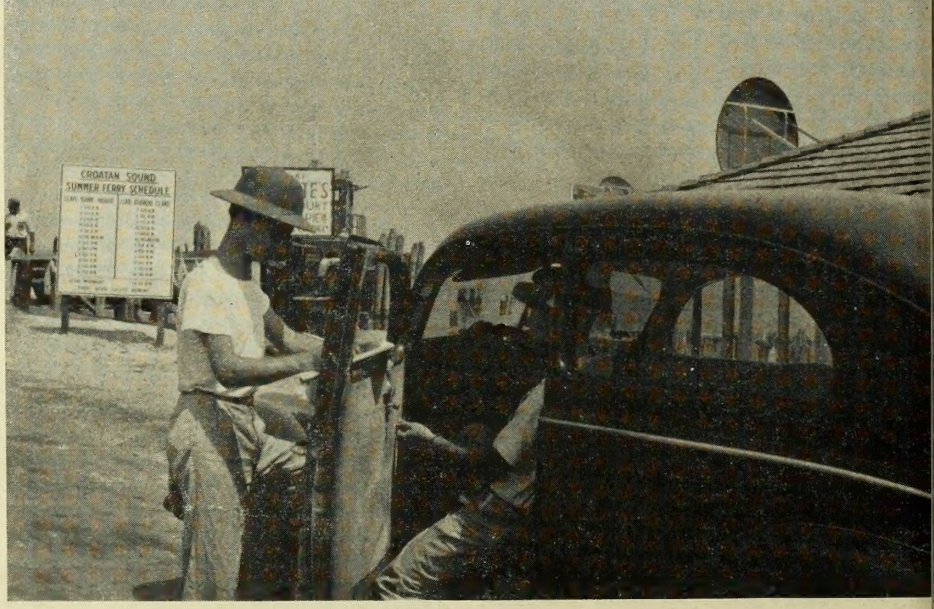
COMMISSIONER THRASH played host to members of the Highway Commission at their early July meeting in Waynesville, and they returned to the lowlands with a healthy respect for the mountain country. . . . The Commission met at the Haywood County Courthouse (one of the most beautiful in the state, incidentally), traveled up for a picnic lunch at Cataloochee Ranch and toured bustling, progressive Haywood from one end to the other. . . . In addition to roads they saw some of the finest cattle in North Carolina and acres of fertile farm land. . . . On the way over to the Cherokee Indian drama, "Unto These Hills," Commissioner Thrash showed them several roadside picnic areas developed by the Highway Commission for tourists. . . . The highway chiefs also saw some satisfactory 12-foot roads. . . . They agreed that roads of such width serve a fine purpose in certain areas where traffic doesn't justify a larger expenditure. . . . The people who use these roads don't seem to mind either. . . . They're glad to have pavement in remote mountain coves.

ALL IN ALL, it was a most worthwhile trip and the Commission learned many things about roadbuilding in mountainous country, which is what Commissioner Thrash intended.

A NUMBER of Tenth Division employees have the fine records of not being off the job due to sickness for the following lengths of time. . . . *E. L. Curtis* has worked 12 years and eight months without a sick day. . . . *George L. Moore*, two years and two months. . . . *Leslie David Norton*, two years. . . . *James Earl Smart*, two years. . . . *Lem Edgar Stewart*, two years and two months. . . . *Carl Thomas*, two years and one month. . . . *James Luther Truett*, seven years and one month. . . . *B. R. Walters*, two years. . . . NORTH CAROLINA ROADWAYS salutes these men and their outstanding records.

MRS. E. L. CURTIS of Bryson City and Weaverville has just returned from a vacation trip to California where she visited relatives. . . . She is the wife of the Bryson City district engineer.

THE OFFICE of *F. L. Hutchison* has been moved from Murphy to Bryson City. . . . This has meant transfers also for *D. B. Byers, L. B. Cabe, W. N. Dockery, F. F. Merrill, R. L. Pattillo, R. A. Queen, D. V. Raxter* and *L. G. Wood*.



TRAFFIC SURVEY

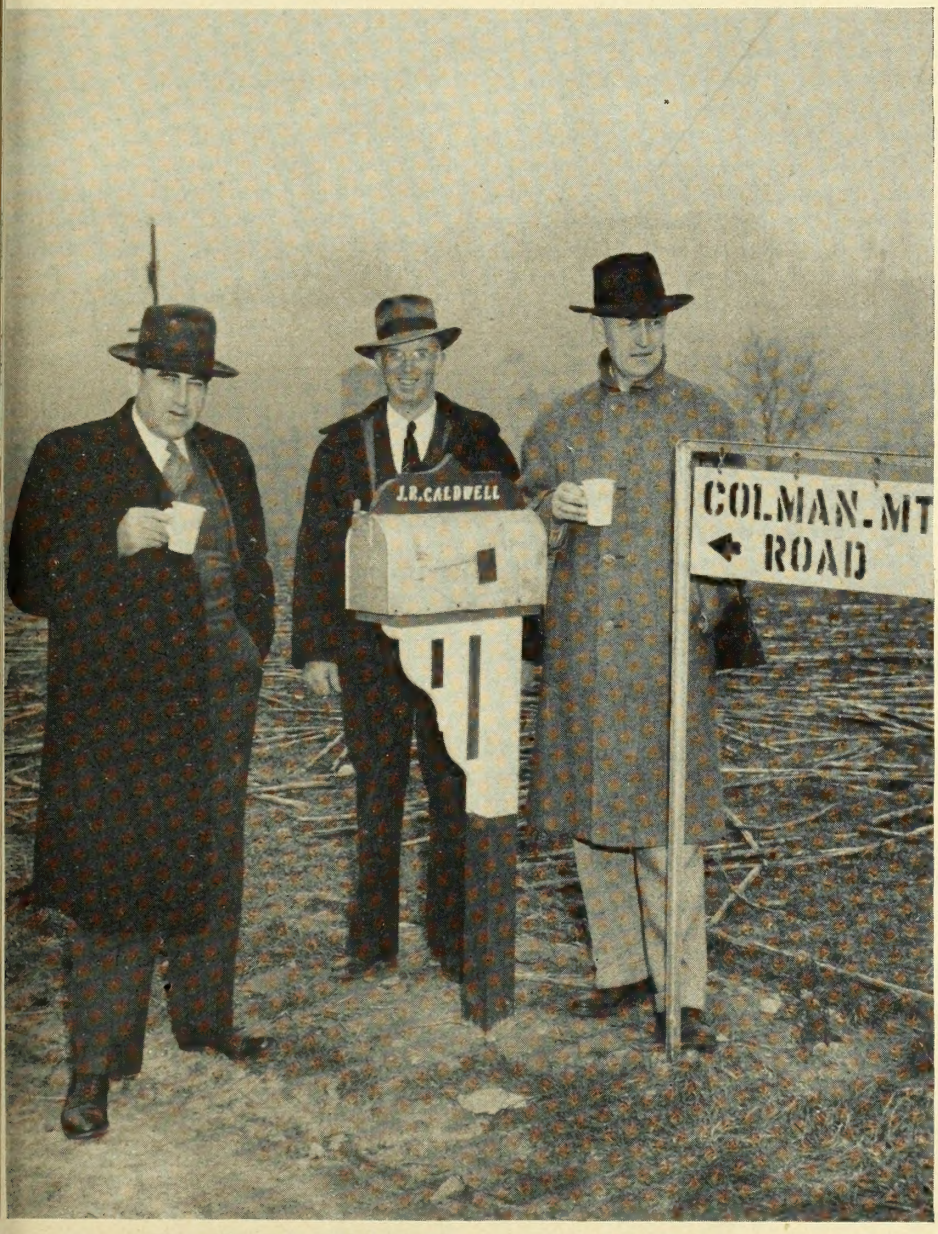
Leonard L. Morgan, member of the Statistics and Planning Division, interviews a motorist at Manns Harbor during the origin and destination traffic survey conducted in that area recently.

Community Betterment

The Highway Commission, meeting in Western Carolina, discovers a remarkable program under way in progressive Haywood County.

Members of the State Highway Commission—meeting in Western North Carolina for the first time in a dozen years in July—came down out of the hills singing the praises of bustling, progressive Haywood County.

A half-day tour through Haywood's lovely mountain coves in the company of Tenth Division Highway Commissioner Dale Thrash, County Farm Agent W. A. Corpening and other proud Haywood County citizens convinced the Commission that community planning pays. The commissioners had arranged their tour to inspect roads—but they could hardly avoid seeing evidence everywhere of unusual community teamwork in other lines of endeavor.



Farm agent Corpening put it this way:

"In order for Haywood County to keep its place as one of the leading counties in North Carolina there are certain economic and social problems which must be met. It is necessary to think and act together to adequately meet them. (1) It is almost impossible for individuals working alone to make the necessary progress, but there is no limit to what an organized community can do; (2) the leadership of a community must come from within the rural community itself— outsiders may advise, assist and inspire but only those within the community can develop it; (3) for the full development of an agricultural area, both the farmers in the rural communities and the businessmen in the towns must plan and work together for their mutual benefit."

Out of this philosophy came the Haywood County Community Development program which has the county's 23 organized communities vying with each other for top honors in achievement.

When the program began last year, it was set up on a competitive basis. The First National Bank of Waynesville agreed to give $1,000 in prizes to the communities making the greatest improvement in the first year. This sent the farmers, homemakers and boys and girls into a whirl of community activities.

Here are some of the improvements made in the Radcliffe Cove Community (which won first prize of $500):

New Homes built, 10; homes remodeled, 24; grade "A" dairy barns built, 3; barns remodeled, 11; refri-

(Continued on page 20)

Governor W. Kerr Scott went up to Haywood County earlier this year to make achievement awards to those communities showing the most progress under the county-wide development program. With him are J. R. Caldwell of Haywood County, standing beside one of the new RFD mailboxes, and L. Dale Thrash of Asheville, Tenth Division highway commissioner.

Community Betterment

(Continued from page 19)

gerators bought, 10; electric sewing machines bought,6; electric water systems installed, 6; washing machines bought, 12; and trees grafted, 1,500.

Touring over some of the newly-paved roads in Ratcliffe Cove Community, highway commissioners saw a large black-and-white highway marker bearing these words: "You are now entering Ratcliffe Cove Community, Motto: 'A Better Community for Better Living.'"

Everywhere commissioners found rural mailboxes attractively painted with the name of the resident clearly visible and the mailbox conveniently placed for the mail carrier as well as the road scraper. The mailboxes in Ratcliffe were painted uniformly black and white. In another community, residents used red, white and blue. Elsewhere, the touring highway builders ran up on a group of citizens clearing off an old cemetery. They saw brightly painted churches, beautifully kept lawns and fertile farm land.

But the amazing development of pastures and cattle impressed the touring commissioners most of all. Everywhere they found signs that Haywood recognized the value of beef and milk cattle.

Corpening told commissioners that through cooperative planning, Haywood County citizens built 51 grade "A" dairy barns in ten months' time. In 1937 Haywood County had only six grade "A" dairy barns.

Recreation Program

Another important part of the Community Improvement program is the county's Recreation Commission. The commission conducts a school for members from each community every month. These representatives in turn teach their own communities what they have learned. The commission planned a long-range recreation program which included the following activities: tours and picnics, athletic events such as softball, track, basketball and horseshoes. Twenty-three communities sponsored softball teams competing in a county-wide competitive schedule. Last September Canton Athletic Field was the scene of the big Haywood County Field Day. Over 3,000 people attended.

The fall and winter recreation program included a handicraft school, variety programs, debating and spelling, checkers, a music festival, tobacco harvest festival and basketball. One debate and spelling bee between the Ratcliffe Cove and the Iron Duff communities attracted an attendance of 1,200.

Here are some other achievements of the Haywood County program:

Over 6,558 citizens participated in 23 community tours to 400 farms during the year. Over 150 citizens took out-of-state tours visiting Tennessee, Kentucky, Indiana, Ohio and West Virginia.

Over 1,700 rural homes showed major improvements.

Five rural communities secured telephones as a direct result of the Community Development program. Over 600 applications have been placed for telephones as a result of the program.

Thirty-five churches have been improved. All cemeteries have been cleaned off and beautified. One church spent $40,000 on improvements. Church and Sunday School attendance increased 25 per cent.

The county set up the following production goals for the year and achieved them as noted:

	GOAL	ACHIEVEMENT
Poultry	300,000 broilers	400,000 broilers and $500,000 income from poultry.
Dairying	50 grade "A" dairy barns	51 grade "A" dairy barns built; $750,000 to $1,000,000 income from dairy products.
Fruits and Vegetables	Top market prices for apples and more small fruits and vegetables	$750,000 income from apples and increases in other fruits and vegetables
Tobacco	To produce a high quality burley tobacco on total county allotment; 300 acres not planted previous year	$1,000,000 income from tobacco but crop was poor because of excessive rain
Forestry	Double number of white pine and poplar seedlings set out in 1948	165,000 seedlings set out
Beef Cattle	A good beef bull in every grade cattle herd and increase in grade herds	$2,000,000 income from cattle

"What you have seen today is a good example of what almost any county in North Carolina can do if it develops the initiative and enthusiasm of the people of Haywood County," Highway Commissioner Thrash told his associates at the end of their impressive tour.

Members of the North Carolina Highway Commission, well saturated with a topnotch success story, enthusiastically agreed.

"Why Don't They Build A By-pass?"

(Continued from page 13)

"Well, how about that by-pass at Clinton or Hickory or Wilson?" you say. Yes, we have those; and we have by-passes at High Point, Graham, Siler City, Concord and Lenoir. We are building others at Durham, Lexington, Thomasville, Goldsboro, Henderson and Asheboro.

Like people, cities differ. In some cases, a by-pass will help if space, in the right place, can be found for it at reasonable cost. In others, the case is different. Perhaps we can put it this way: a by-pass is usually justified where we have a small town on a heavily travelled through route *if* we can get around the town at reasonable cost. In any case, a by-pass cannot be justified unless:

(1) We can build fairly close in to the city center;

(2) Space is available for it—space at the proper place where neither right-of-way cost nor construction cost is exorbitant, where it is protected from side traffic interferences and where its usage by traffic will develop earnings sufficient to pay for its cost.

So, a by-pass may, or may not, be good medicine. It may, or may not, be of real help to the patient. It may cost more than it is worth; or it may be justified. There is no pat answer to fit all towns. Surely it is not cheap or easy.

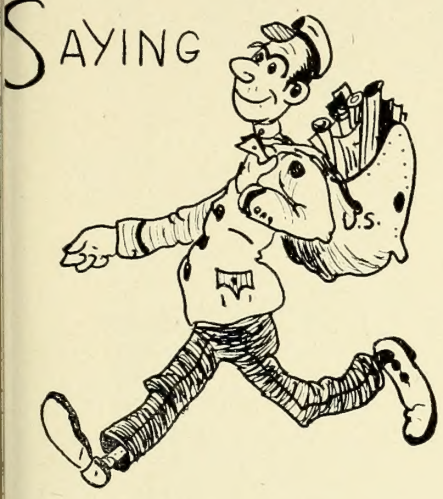
There is another thing certain: it will not solve the traffic problem at any town. Ask the town that owns one!

Sampson was a piker; he killed only a thousand men with the jawbone of an ass. Every hour in the day, ten thousand sales are killed with the same weapon.

A psychologist is a man who, when a beautiful girl enters the room, watches everybody else.

The preacher came along and wrote on a fence, "I pray for all." The lawyer wrote underneath, "I plead for all." The doctor added, "I prescribe for all." The plain citizen wrote, "I pay for all."

WHAT THEY'RE SAYING



Sheriff John B. Allen of Bladen County erits a round of cheers from highway nployees everywhere. In a recent issue the *Bladen Journal*, Sheriff Allen ıutioned motorists to drive slow when ɔproaching road construction workers. These people are doing valuable work ɔr you," he said, "and we owe them all ıe protection possible. I especially rge all persons nearing prison work angs to proceed with caution and to ive the guards as much freedom as ɔssible."

Thank you, Sheriff.

We like to hear outsiders speak well f North Carolina—especially when they ılk like Henry F. Alet, president of rand Names Foundation. Mr. Alet took trip through the Piedmont area of orth Carolina and Virginia. His report ɔllows:

"It punctures our Yankee ego a bit, ut it is good for the soul of any atriot to see what has been happening ı recent years down in the Piedmont elt. From Roanoke to Charlotte, in wide band of territory, one encounters rejuvenated, swift paced South; clean, rim and lively towns, with a nice alance of agriculture, trade and streamined agricultural production. The attractive and completely manned retail tores of the larger centers could serve s models for many of our Northern ities. The well-edited newspapers and ırst-rate radio stations are credits to ublishing and broadcasting. And the ighways are almost unbelievably xcellent. No, I did not even meet the xecutives of the Virginia or North Carolina State Chambers of Commerce. This s a factual report, not a bouquet party. But if you have not been down that way ately, you are missing a very pleasant nd probably profitable experience."

Several newspapers think well of the Frank Page Memorial Plaque idea for the new Highway Commission headquarters building. The *Shelby Star* seconds the motion with an editorial entitled "Honor Where Honor is Due:"

"We thoroughly approve of the decision of the State Highway Commission to place a plaque on the new Highway Commission building in honor of Frank Page, who served as chairman of the Commission during the 1920's when the state's primary highway system was built.

"Frank Page can very well be called the father of North Carolina's modern road system.

"Whereas many improvements have been made in North Carolina's highways since the days of Frank Page, no improvement has been made on the integrity and character of his leadership.

"This posthumous honor is well placed and well deserved."

And here comes the *Monroe Journal* to chide us a bit about highway signs. ". . . The highway people ought to repaint their signs so that they can be read. At many crossroads and intersections in this county there are numbers of signs pointing in every direction and the letters on them are so faded that they can't be read. Rev. Mr. Adams of Weddington and *The Journal* have been threatening to get up a petition to the highway people asking them to paint their signs so they can be read."

Tom Wilson and his Right-of-Way Department get an assist from a citizen of Transylvania County writing in the *Transylvania Times*.

"I happen to be one of the folks that live on a dirt road that will soon be paved under the bond program," reads the letter. "We have nice folks living on our road, and all of them quickly gave their right-of-ways in order that the paving could be done as soon as possible."

"This is one of the finest things that has been done for the North Carolina farmer in a long time. I can remember when there were no paved streets in the town of Brevard, much less out in the country. We have come a long way since that time, and I think that paving country roads will help us to go still further in the way of rural progress.

"It is too bad that all of the people in Transylvania County can't cooperate the way they have on my road. I have heard of numerous farmers that will not give the right-of-way, and say they don't care whether their road is paved or not. That's just the most selfish thing I ever heard of. He should think of all the other folks that would benefit from a paved road, if he is too wrapped up in himself to do that, he should realize how much that will make the value of his property increase.

"Some people just don't know how to help progress and those that are hindering our road paving should have some horse sense drilled into their heads."

To which the Right-of-Way Department adds Amen.

Joe Quinerly, writing in the *Columbus County News*, notes a sign of our times. Says Joe:

"The road program has apparently been speeded up in North Carolina. A road sign was seen recently with this inscription: 'Men working 25 miles per hour.' "

A girl doesn't need a domestic science course to make a traffic jam.

Yesterday is a cancelled check, tomorrow is a promissory note, today is ready cash, spend it wisely.

Men rust out faster than they wear out.

Walk together, talk together, O ye peoples of the earth. Then and only then shall we have peace.

If you can't live it—Don't preach it.

The people should support the government—Not the government support the people.

When faith is lost, when honor dies, the man is dead.

This above all—To thine own self be true, then it must follow as the night the day, thou canst not then be false to any man.

Every man may not be the architect of his own fortune or misfortune, but he is the sole contractor of his own character.

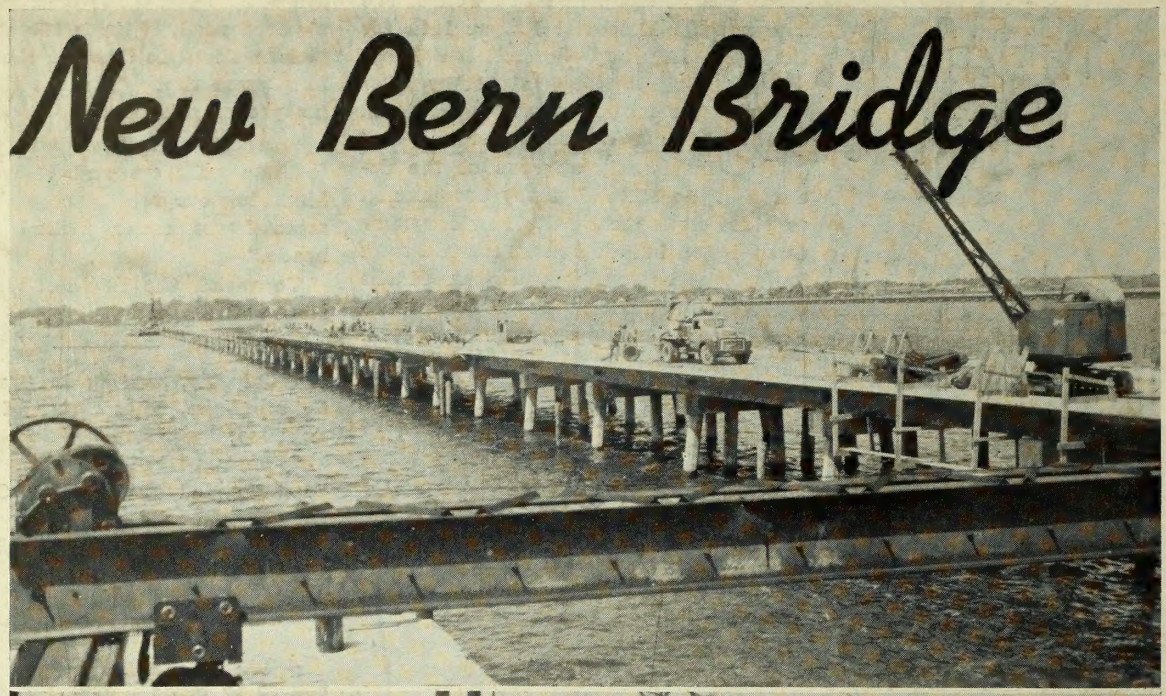
Luck is a much better word if you put A P before it.

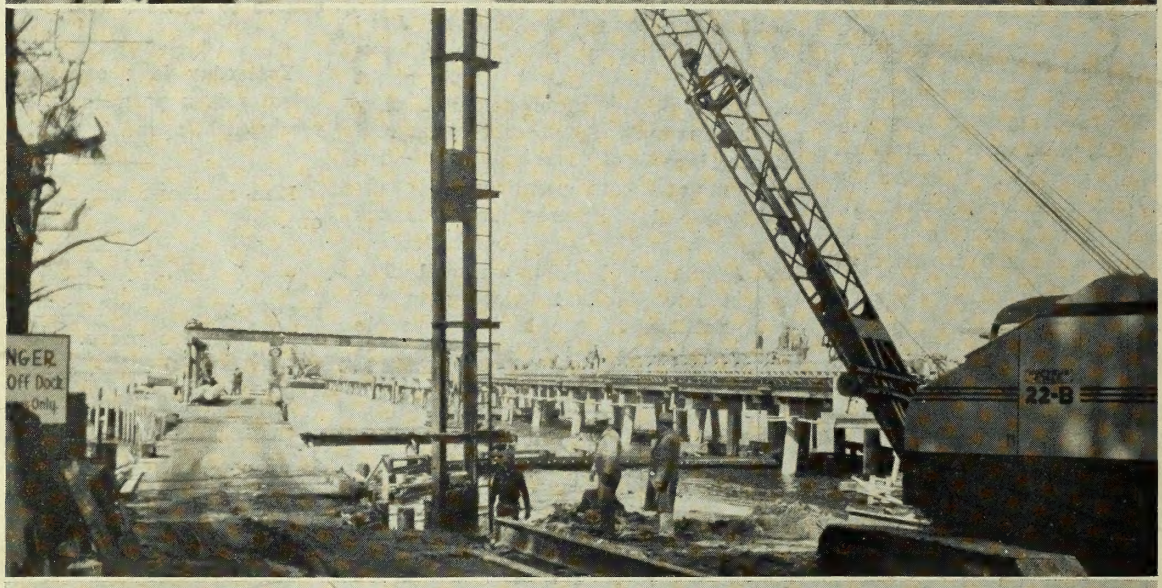
Asking a woman her age
Is like buying a second-hand car,
Speedometer has been set back
But you can't tell how far.

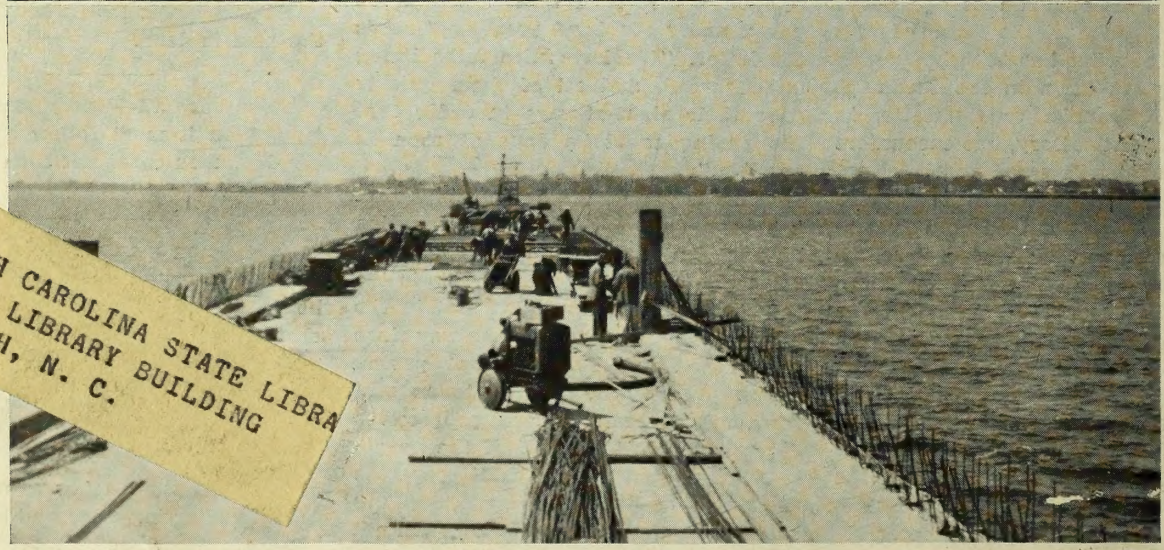
He who knows little soon repeats it.

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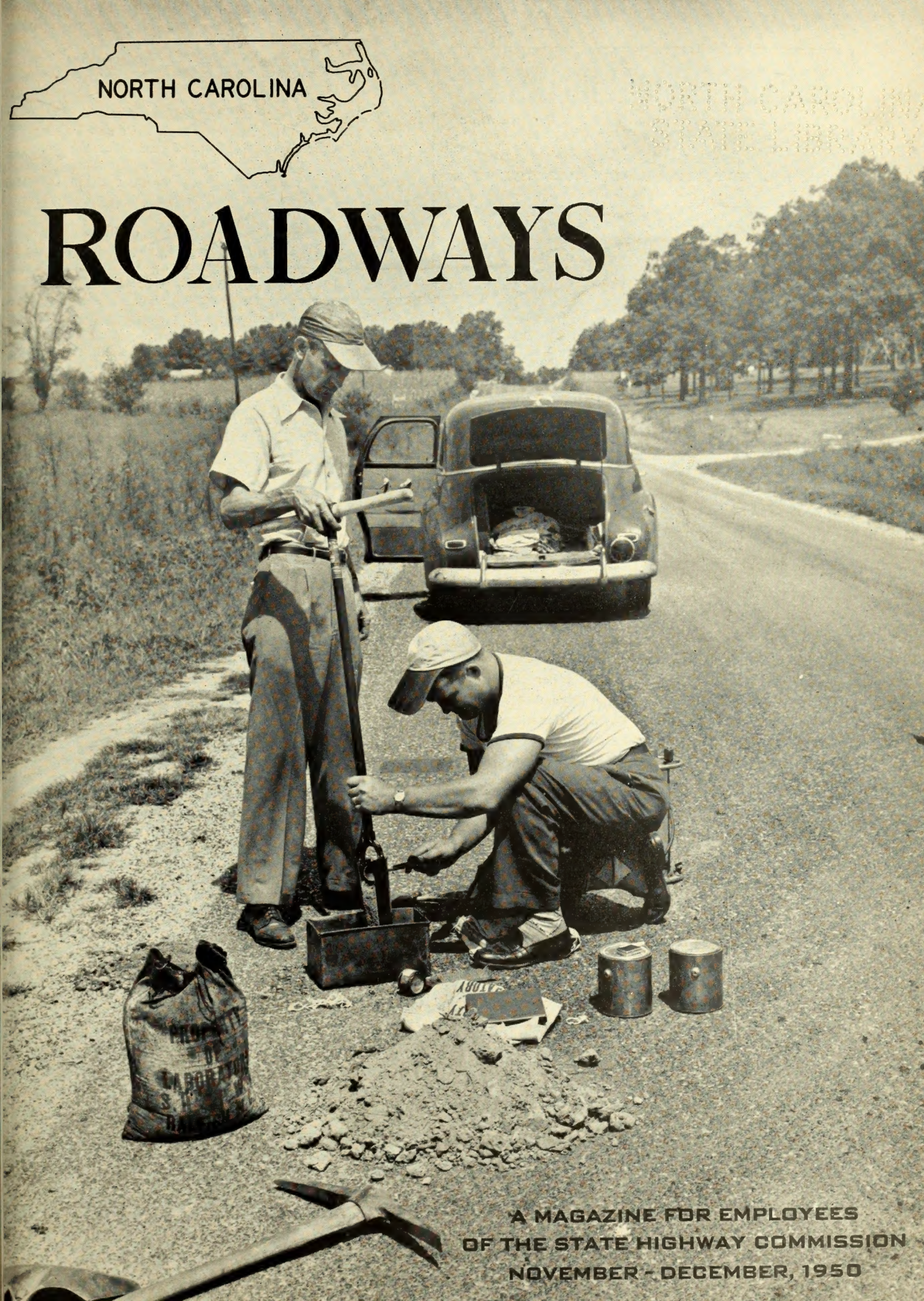






NORTH CAROLINA STATE LIBRA
STATE LIBRARY BUILDING
RALEIGH, N. C.

Concrete piers of the State Highway Commission's new $1,137,224 bridge at New Bern began to inch further and further across the Neuse River this summer. These pictures show progress already made by the Bowers Construction Company of Raleigh since it received the building contract last fall. V. B. Cutchins is resident engineer. The bridge will be open to traffic in 1951.



ROADWAYS

NORTH CAROLINA
STATE LIBRARY

A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION
NOVEMBER - DECEMBER, 1950

NORTH CAROLINA ROADWAYS

A Magazine for employees of the North Carolina State Highway and Public Works Commission

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Retirement Fund

AS STATE employees, you owe it to yourself to get familiar with an amendment you and other North Carolinians will be asked to vote on at the November 7 election.

The amendment (to the North Carolina Constitution) will safeguard the funds of the teachers' and state employees' retirement system. Contributions to this fund are deducted from your pay check every month; therefore, you have an actual financial interest in how this money is handled. The idea is to make it impossible for the state to use these funds for anything except retirement system purposes. At present the State Constitution does not restrict use of the funds in any manner.

State Employees' organizations and teachers' groups are urging passage of the amendment. Ordinarily a favorable vote on such measures is hard to get because the average voter knows very little about them and usually votes "No."

Urge your friends and neighbors to help you out in this matter, and be sure to vote "Yes" when you mark your ballot on November 7.

THIS MONTH'S COVER

How are North Carolina's highways holding up? On this month's cover J. D. Roberts and Bob Peele are testing the base and sub-grade of the Six Forks Road in Wake County for the Highway Commission's bustling Soils Laboratory. What they find—combined with extensive research on other Tar Heel roads—will determine the design of future highways. (Photograph by Charles Snow).

Roads of Integrity

AS THE secondary road program moves into its second year, we can at last begin to look back and size up early results. Whereas the Highway Commission has been concentrating on blueprinting the program, expanding personnel and selecting roads, during the months ahead it will be examining the quality of its work and making plans for spending the last bond money.

One of the questions asked most often in this: Is the State Highway Commission building good, durable secondary roads?

When the program was proposed, it was agreed that the kind of roads built would determine the success of the project. Neither the speed of construction nor the cost would be as important as the integrity of the roads built. Moving into a previously unexplored field, the Highway Commission was staking its reputation on a program demanded by the people.

What do the results show?

We cannot yet know fully the quality of the 3,000 miles of roads built. Time will tell. But we can examine them and obtain the best engineering advice available. The men who helped build these roads—the engineers who determined their specifications and supervised their construction—should know most about them.

W. H. Rogers, Jr., State Highway Engineer, states unconditionally that we are building good roads. He does not know of one instance in which there has been a road failure due to faulty construction or poor engineering. Where failures have been observed, they have been due to other factors. The "other" factor which disturbs him most is the use of light-weight roads by over-weight vehicles. Huge double wheels running over the edge of light surfacing materials will destroy them. Not all the good engineering in the world can save them.

L. D. Hicks, chief soils engineer, backs up Mr. Rogers. "We are building good roads," he says. "All the engineering research developed by the State Highway Commission over a long period of years has gone into the construction of these roads." He also warns against their misuse.

In another southern state, so the story goes, on the eve of a political campaign road forces have been known to dump a light asphalt surface on dirt roads and announce they are paved. With no secure foundation and base, the surfacing material lasts only several months. Then it crumbles and disappears. The process is repeated next election season.

North Carolina is not building roads of this nature. The integrity of a highly respected highway organization has been built into the 3,000 miles already paved. This policy will not change until all the 12,000 miles of road ordered by the people are safely carrying traffic.

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A Message From the Chairman



WHETHER or not total war comes, North Carolinians everywhere need to help the State Highway Commission protect their multi-million-dollar investment in roads.

This especially concerns residents living along newly paved routes. It is easy to forget that lugs and harrows damage asphalt surfacing. A dirt road seldom shows the traces of heavy farm machinery moved across its surfaces—but North Carolina's new bond roads will. The people who have fought so long and valiantly to get out of the mud ought to be the first to resent carelessness and an unthinking attitude about road maintenance.

As highway employees, we can help spread the word that North Carolina's bright new ribbons of pavement deserve decent treatment from the very people they help most.

Secondly, our employees and these rural people can perform a public service if they will discourage the use of light-weight roads by over-weight vehicles—especially trucks. Many of the newly paved roads provide excellent short-cuts for commercial vehicles making long trips. All light-weight roads are being posted. Weight limit signs at the beginning of these roads show clearly how many axle tons they were built to carry.

The State Highway Patrol is charged with enforcing these weight restrictions. This is a difficult job at best. We can help the patrol—and citizens everywhere—by reporting violations of weight restrictions.

Elsewhere in this issue you will find a statement by our chief soils engineer, L. D. Hicks, saying that you and your associates are building good roads under the $200,000,000 bond issue program. Mr. Hicks is considered one of the ablest soils engineers in the nation. He believes the roads we are building will stand up well—unless heavy vehicles destroy them before their time.

As employees of the Highway Commission, we have an obligation to help protect our roads. We can carry out this responsibility by making citizens everywhere aware of their value and by reporting violations.

Cordially,

Harry Jordan

They Help Us Build Better Roads

The Highway Commission's Soils Laboratory is one of the best in the nation. Its chief engineer tells us about his work and comments on the quality of our roads.

A LARGE part of the job of building integrity into North Carolina's hundreds of miles of new paved road is the responsibility of the State Highway Commission's little-known but highly important Soils Laboratory at Raleigh, now working at high speed to keep pace with the fast-moving roadbuilders.

Twenty years ago highway builders spent little time analysing the soil. Now the business of soil testing is an integrated part of the highway engineer's art. To handle this important assignment, the North Carolina Highway Commission employs one of the best soils engineers in the nation, L. D. (Jack) Hicks, and a full-time staff of 33 men. Analysing the soil has become a prerequisite of good roadbuilding, and North Carolina's Highway Commission has one of the best equipped laboratories in the United States.

"Soil was the principal concern of farmers and other crop growers until about 20 years ago," says Jack Hicks. "Now our highway engineers know that soil can make or break roads."

Hicks joined the State Highway Commission in 1920, and in 1935 helped set up the first soils laboratory in North Carolina. This was only a few years after the Bureau of Public Roads began its first studies of the soil. Getting in on the ground floor in highway soils work, Hicks became one of the keenest soils engineers in the business. He is nationally recognized for his work and is a member of several national research organizations.

The fledging Soils Laboratory gets its first chance to prove its worth during the bad winters of 1935 and 1936. The bottom fell out of many existing roads, in many cases because of the kinds of soil used in their construction. By testing these soils and recommending corrective measures, Hicks' department won recognition from the Commission's hard-pressed engineers. Such marked improvements were noted in the replaced roads that the Soils Laboratory became an accepted adjunct of roadbuilding.

With more road construction in progress than ever before, the Laboratory has become one of the Highway Commission's busiest departments. Soil specimens pour into the department's testing rooms every day, and technicians rush them through the various tests that will reveal how well they meet the strains of moisture and compactness. The Raleigh Laboratory, or one of its division laboratories, tests soils for every road built by the Highway Commission. With some 3,000 miles of new road scheduled to be finished this year, the Laboratory's work lead is extremely heavy.

"In some of these tests we find out what month of the year certain roads will be weakest," Hicks says. "For instance, it would be impractical to run heavy detour traffic over a certain road at the time moisture has made it vulnerable to that traffic. By consulting our previous tests



L. D. (JACK) HICKS . . .

with the same kind of soil, we can inform our engineer how to avoid road failures."

But the main job of soil investigation is to make sur that good roads are built in the first place. The Raleig Laboratory (or one of its branch offices) gets a sample c the base course (foundation) and the sub-grade (underlyin foundation) of every road being built in the state. T tests show that these foundation mixtures will not stan the pressures for which they are designed, then change must be made.

On base course work the task is relatively simpl The supervising engineer usually calls for a change in th mixtures used. In the case of topsoil, screenings, soil cemen etc., new quantities of the ingredients are recommende

With the sub-grade the problem could be more seriou Sometimes if the proposed road route seems ill-suite to support the road, that route is changed. But this happen infrequently since the Locating Department considers suc factors long before construction begins.

No More "Pumping"

One of the big achievements of the Soils Laboratory ha been its remedy for a favorite highway headache—"pump ing." A good case in point is that section of US 29 betwee the Yadkin River and Lexington. The road itself was buil before the Soils Laboratory had discovered the cure fo "pumping." Soon water seeped under the concrete and bega to soften the base course. When heavy vehicles travele over these areas, the concrete began to tilt back and forth Somtimes water squirted high into the air. Soon the con crete began to break off and the road seemed in seriou danger.

To relieve the immediate damages of "pumping," th Highway Commission called in various road experts fro many departments. The consensus of opinion was that

mixture of cement, asphalt and water should be squirted under the concrete surface to restore the base course. The immediate remedy worked.

But what was the long-range answer?

Hicks' department had it. He had discovered that when the sub-grade was covered with a thin layer of sandy soil just before the base was applied "pumping" never developed. From that date forward sandy soil has been used and "pumping" has disappeared.

Besides soil investigations, the Laboratory spends a major part of its time testing new combinations of soils. The data developed by the department over a period of years—much like data on weather—becomes more valuable as the years go by. For instance, the amount of Portland cement required to stabilize all of the principal soils in the state has been previously determined by long, laborious tests, so that all of the investigation work necessary for a project of this type is to identify the types of soils to be encountered. Hicks says this system has been used with success for the past 10 years.

To improve its voluminous soils records, the department has this year established 40 observation stations on various highways throughout the state. Each month they ship to Raleigh soil specimens which are examined carefully. This work also constitutes part of the department's third objective—research.

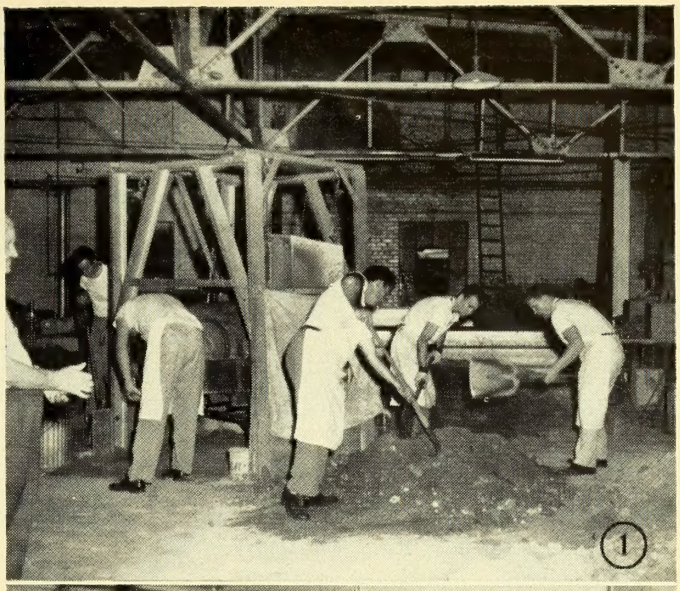
By returning to roads which have already withstood the ravages of weather and traffic, soil engineers can determine how well their soil mixtures have panned out. They also can discover interesting new developments in the science of soils which may aid in the development of new techniques.

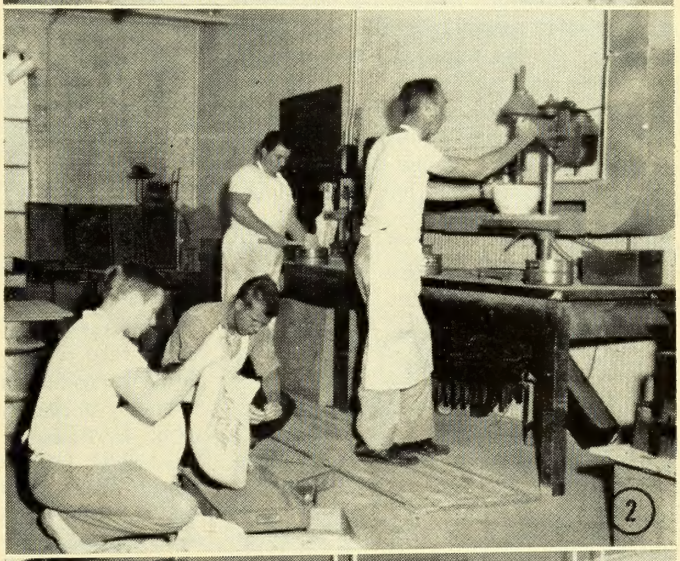
Engineer Hicks' current project of major importance is his unique model road built in the Raleigh Laboratory. The road, 42 inches wide, 30 inches thick and 14 feet long, is in reality a large metal box in which various kinds of road bases are mixed. These mixtures are subjected to full-scale load tests to determine how well they meet the stresses and strains of modern highways.

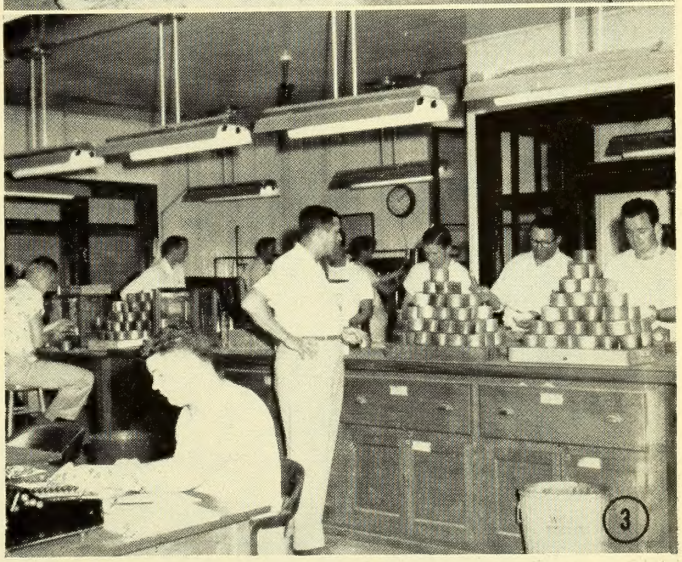
"We don't have to rely exclusively on guesswork anymore," Hicks points out. "When we want to know how well certain soils will stand up under differing strains, we simply mix up that road base on our model structure and give it a test. By this method we know for sure what we are talking about. We don't have to guess."

The model road experiment is still in its infancy, and like all good scientists, Hicks doesn't expect to claim too much of it until he gets more testing. Later, however, he expects to write up his experiment for a national engineering publication and make it available to other road departments. No other departments have such a model road at present, and its development is a tribute to the ingenuity of Jack Hicks.

Since the Soils Laboratory is closely tied up with the $200,000,000 bond issue program, its chief engineer knows quite a bit about the quality of roads being built with that money. Hicks says without reservations that the Commission is building good secondary roads. "These roads are not shoddy or poorly constructed," he says. "They will stand up well if they are used by the kind of traffic they were intended for. We are not building farm-to-market roads by simply slapping a coat of asphalt on an unimproved surface. We are putting all the benefits of years of research in soil engineering into the expanded road program."







(1) Mixing up a new batch of soil for testing on Engineer Hicks' unique model road—the only one of its type in existence. Laboratory technicians shown (left to right) are Calvin Hood, Joe Millsap, Pat Taylor, John Wynne and Wiley Brown.

(2) Emory Wilson, Van Williams, Dee Lineberry and Crayton Stephens screen new mixtures of soil as they arrive at the Raleigh Laboratory.

(3) This isn't a grocery counter. A. B. Meares, associate soils engineer, (standing center) checks on another laboratory operation: determining moisture characteristics of soil. Also shown are James R. Hassinger, W. B. Coble, Jr., W. W. Mullen, Willard McIntosh, A. S. Johnson, John Wynne, Wiley Brown, L. K. Hartness and Pat Taylor.

(Photos by Charles Snow)

Visiting the Highway Commissioners (I)

A Methodist Parson's Son Exchanges Dentistry For Textiles And Highways

BY WILLIAM D. SNIDER

THE sermonly text that the parsonage is wonderful soil for the upbringing of men applies with becoming aptness to Dr. Henry Watson Jordan, Chairman of the North Carolina State Highway Commission.

As a son of the late Reverend Henry Harrison Jordan, "Dr. Henry" grew up in Methodist parsonages all over North Carolina. In his numerous speaking appearances over the state, the Highway Chairman can say—and often does— in widely varied spots: "I'm glad to return to my home town." Some of the Doctor's friends kid him about his "dozen home towns," but he kids them right back. Characteristically, he has numerous friends in all his "home towns" and everywhere else he goes.

The Highway Chairman contends that a parson's son has a right either to be much better or much worse than the average run of men. "When we moved to a new town," he recalls, "Charlie, Everett, Frank and I always had to fight the neighborhood kids once or twice to let them know we weren't sissies. That's pretty good training. We learned to take care of ourselves."

"Charlie" is Duke University's vice-president in charge of Public Relations, a man rightly credited with "running" Duke between presidents. "Everett" is successful textile industrialist Everett Jordan who also serves as Chairman of the State Democratic Executive Committee. "Frank" is pastor of the First Methodist Church of Shelby and president of the North Carolina Symphony Society.

Evidence bears out the fact that ministers' sons do stay away from the norm in career patterns. The preacher's boy run wild is a familiar character in fact and fiction. The preacher's son who strives mightily and succeeds also is familiar. The many prominent ministers' sons in North Carolina—Chief Justice Stacy, the Poteats, Judge E. Y. Webb and the Rumples—make a powerful testimonial for religious training as a force in successful living. As its sons come into their own, the Jordan family joins these distinguished names.

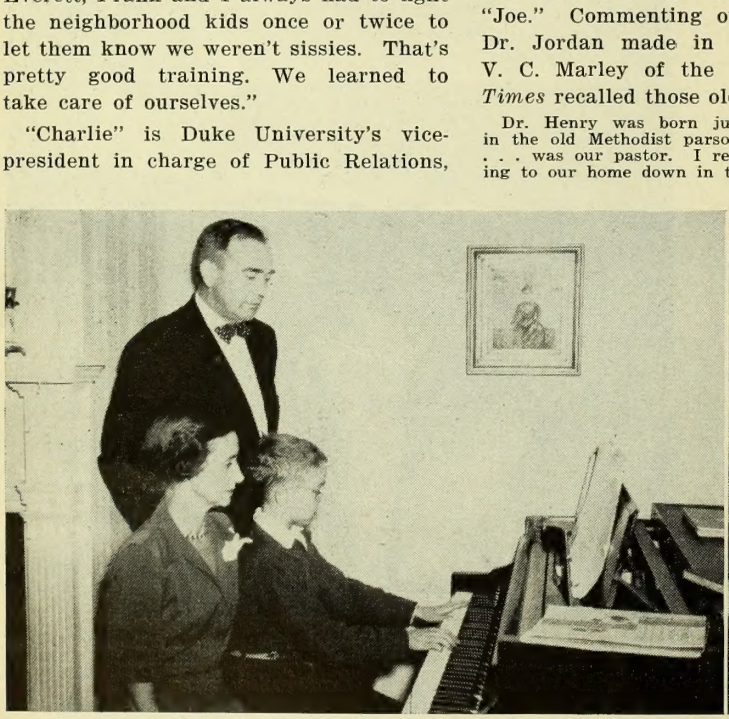
Henry Jordan was born on August 31, 1898, in Ramseur where his father, the Methodist parson, rode a horse called "Joe." Commenting on a recent speech Dr. Jordan made in Randolph County, V. C. Marley of the *Asheboro Courier-Times* recalled those old days:

> Dr. Henry was born just around the corner in the old Methodist parsonage while his father . . . was our pastor. I remember well his coming to our home down in the country, riding old Joe, a fine bay horse. I rode behind him from church and thought Joe was the fattest horse I had ever seen. The preacher must have visited a lot for they didn't pay him but about 30 dollars a month and you couldn't feed a horse very high on that. He was a good preacher, and his son is making us a good Highway Chairman, fair and straight and honorable. We would be better off with more Henry Jordans.

Mr. Marley's observation on the integrity of Henry Jordan is no more exaggerated than his commentary on the meagerness of Methodist parson's salaries. Some of the Highway Chairman's closest friends have made the observation that they never "heard anybody say anything bad about 'Dr. Henry' or ever knew anybody who didn't like him."

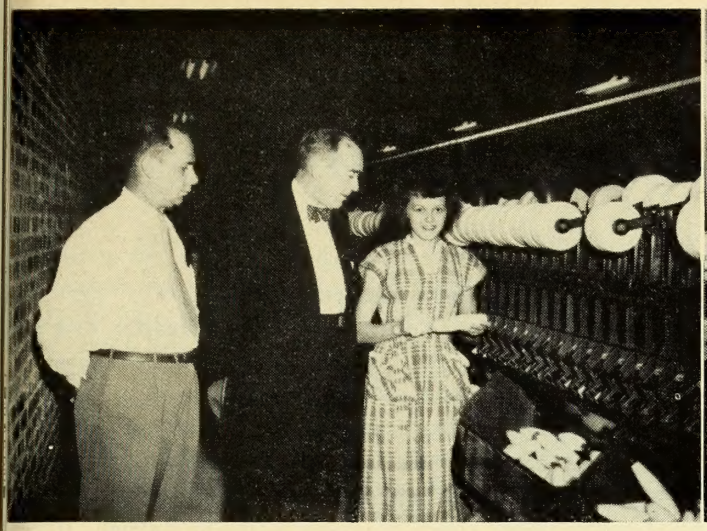
In the current Tar Heel political picture, that statement means considerable. It indicates a lot about the personality and character of the man Governor Scott chose to administer his important $200,000,000 bond issue program.

As for education, young Henry Jordan saw the inside of many North Carolina public schools. He remembers schools in Marion, Lenoir and Morganton among others. In each locality the elder Henry Jordan served his church, leaving reservoirs of friends and pleasant memories for his son. Young Henry went to Rutherford College (now Brevard) before leaving for Emory and Henry College in Virginia to begin his higher education.





DR. JORDAN AT HOME—Above left, the Doctor and his wife supervise 11-year-old Tommy's piano practicing. The Jordan's other two children, Anne and Henry, II, also are musically inclined. They were away at school for the first time this fall . . . Above right, the Jordans go out for an early morning frolic in Cedar Falls with their cocker and beagle puppies before the Doctor leaves for Raleigh and highway business.





DR. JORDAN AT WORK—Dr. Jordan frequently checks by at his three cotton mills. Here (above left) at the Cedar Falls plant he chats with Superintendent W. D. Crowder and one of the mill's operators. They are shown in front of a Barber-Coleman automatic spooler . . . During the work week Dr. Jordan spends most of his time tending to pressing highway duties in Raleigh. He is shown (above right) with his efficient secretary, Mrs. Elizabeth Hughes.

Later he attended Emory University in Atlanta, Ga., where he received his training to become a dentist.

Dr. Jordan cites the opium of habit as a powerful influence in his life. After graduating from the dental school, he went to Belmont and settled down to 20 years of administering to teeth. While there, he courted and married Mary Ruth Rankin of Gastonia and probably would be there today except for a serious illness which sent him to the hospital for many months. When he recovered, he found it possible to break away from the deadly routine of going to the office every morning. That was in 1940. His brother, Everett, had entered the textile business in Alamance County and found that business to his liking. Brother Henry, seeing an opportunity to enter a new field, decided to take the same plunge. With his brother's help, he purchased an old mill beside the Deep River at Cedar Fal's in Randolph County. The war demand for textile products made this move an immediate success. At present, the Highway Chairman is president and general manager of the Jordan Spinning Mill at Cedar Falls, the Sellars Manufacturing Company at Saxapahaw and the National Processing Company of Burlington.

From Textile Family

It might be well to note here that on his maternal side Dr. Jordan has successful business ancestry. His mother, Annie Sellars Jordan, came from a family of textile manufacturers already well established in that field. In many ways Dr. Jordan merely came back into the fold when he moved from Belmont to Cedar Falls. He has been on the boards of directors of several mills for many years.

The Highway Chairman has an overwhelming fondness for his textile plants which he transmitted to his youngest son, Tommy, age 11. Already Tommy loves to tinker around in the plant at Cedar Falls, and he intends to carry on the family business. The Jordan mills process cotton yarns, doing fine combed spinning. Their product is sold largely to hosiery and underwear manufacturers.

It is apparent in Cedar Falls—as it is in Raleigh—that Henry Jordan is the kind of man people instinctively trust and turn to when they need help. His kindly demeanor, coupled with a distinctive sense of humor, make him beloved, as his father was, by people from many walks of life. This gentleness of manner is blended with a keen business sense and an inborn strength of character. These qualities make him a natural leader of men.

Successfully established in the textile business as World War II ended, Henry Jordan accepted an appointment offered him by Gov. R. Gregg Cherry as Sixth Division highway commissioner. He came to the Highway Commission with no previous experience in roadbuilding and like several other Tar Heel businessmen before him learned to love the job. Although he manifested a genuine interest in civic affairs early in life—he is a past president of the Belmont Rotary Club and has been chairman of the Methodist Board of Stewards for 18 years—Dr. Jordan discovered that as highway commissioner he found an opportunity to enlarge that sphere of his activities. The Highway Commission appealed to him because he instinctively likes to deal with people, and highway commissioners find that their biggest job.

When Governor Scott looked around for a Highway Chairman in 1949, he found Henry Jordan, experienced and able, waiting to take the job. As Highway Chairman, Dr. Jordan has cultivated his natural knack as a public speaker and has exhibited his ability to attract capable, trustworthy men as his lieutenants.

As he grows older and deals with more people, the Highway Chairman learns that soundness of character means more than any other quality in men. It is his contention that our government will never be better than the character of the men who run it. His foremost consideration, in carrying out the highway program, is to attract to it men of substance and integrity. Loyalty, too, ranks high as a qualification of good character, and the Chairman himself has demonstrated that quality well in his own life.

In his spare time Dr. Jordan likes to collect silver. At his comfortable old home at Cedar Falls he has candlesticks, silver services, trays, and dishes he has collected from many parts of the United States and Mexico. He also has a 400-acre farm at Cedar Falls, complete with pigs, corn and wheat which, he sometimes maintains with a sly wink, qualifies him for a spot, like all other statesmen, in the political hierarchy of North Carolina.

This fall he sent his two older children off to school. Henry Harrison, II, 16, went to Woodberry Forest in Virginia, and Anne Rankin, 14, to Salem Academy in Winston-Salem. That left only wife Mary Ruth and youngest son, Tommy, at home.

In addition to the many other things he has been identified with in his 52 years of life, the Highway Chairman has been a county commander of the Ameri-

(Continued on page 18)

HIGHWAY PEOPLE

And What They Do Off The Job



STEARNS AND CABIN

Cecil Stearns Builds

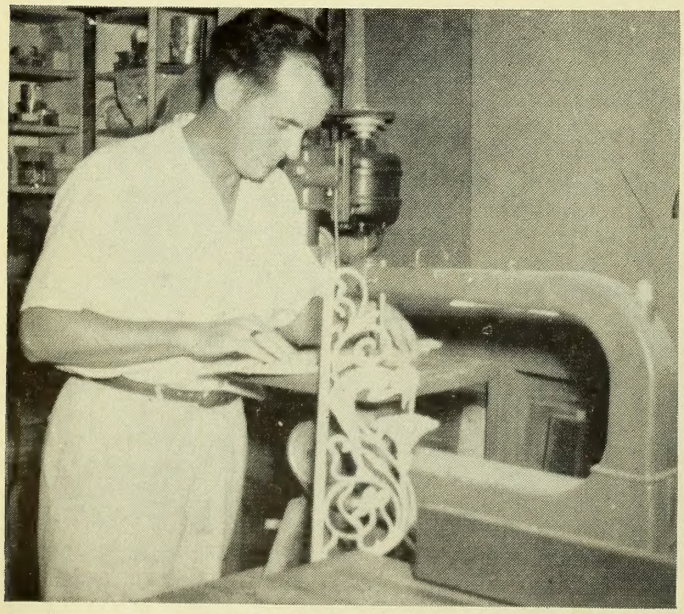
IN HIS spare time Cecil Stearns, senior auditor with the Accounting Department in Raleigh, has built himself a log cabin. It took two years to do the job—from peeling and creosoting the logs, mixing the cement and building the stone chimney to laying the finished floors. The three-room structure, now almost finished, is located on the Creedmoor Road about five miles north of Raleigh. It has a large picture window overlooking a fish-stocked lake. Cecil built another cabin several years ago, then sold it after deciding he could improve on his first effort. It looks like he has.

Ronald Lane Shoots

RONALD LANE, superintendent of the Johnston County Prison Camp, is an amateur skeet shooter with professional skill. With only two years' shooting experience, Lane already has taken top honors in skeet tournaments over the state. He was recently Class B winner at Kinston with a score of 98 out of a possible 100. He was a Class A winner at Rocky Mount, firing 99 out of a possible 100.



SKEET SHOOTER LANE



WAYMAN SASSER AND HIS SHOP

Sasser Makes Furniture

WAYMAN SASSER, instrumentman with the Fourth Division in Wilson, spends his spare time doing wood work. He is shown in the accompanying photograph at work in the shop behind his home. Sasser specializes in making furniture and toys for his two small children. These include a set of small tables and chairs, a "shoo-fly" rocking horse, and doll bedroom suites and ironing boards. He also is adept at making kitchen cabinets, window screens, display cases, store counters and various "what-nots." His talent particularly comes in handy at Christmas. Friends always are glad to receive his craftsman gifts.

William Haywood Rogers, Jr.

WHEN the State Highway Commission appointed W. H. Rogers, Jr., to be State Highway Engineer on February 1, 1949, there was a unanimity of opinion —unusual among highway folks—that it chose the best man available for the job. This certainly did not reflect on any of the other candidates considered, but it did throw out in bold relief the splendid qualifications of the Commission's new engineering boss.

On the day he was appointed, a man who knows Mr. Rogers well said: "They put a good balance wheel in there."

Another said: "He's an honorable high-type man and a darn good engineer."

A third summed it up this way: "Wherever Bill Rogers works—whether it's running a gristmill or the Highway Commission—he'll do a good job."

William Haywood Rogers, Jr. six-foot-four and every inch an engineer's engineer, came up through the ranks like most successful men of his profession. His varied career—much of it with the Highway Commission—led him inevitably toward a position of top responsibility. By background and natural endowment he possessed all the qualifications needed to supervise a gigantic roadbuilding program and a growing group of employees which this fall moved over the 14,000 mark.

Most of Rogers' friends who really know him say: "He has character." Having "character" incorporates such overwhelming important characteristics as sincerity, courage and humility. Most of Engineer Rogers' associates insist he not only has these qualities but more —he happens to be a superior engineer, a good mixer with people and a bang-up executive. Abiding with all this is an evenness of temper and a good sense of humor.

Rogers was born in Raleigh on December 20, 1895, son of William H. and Kate Wilder Rogers. Both sides of his family had their roots in Wake County. His grandfather was U. S. Congressman Sion H. Rogers and his grandmother was Jane Haywood, both of Wake County. His mother's people came from Wilder's Grove.

Young Bill Rogers got the engineering bug from an older brother who studied engineering but later turned to medicine. That brother, Dr. Gaston W. Rogers, is now associated with the North Carolina Public Health Service in Chapel Hill, having recently been retired as a colonel in the Army Medical Corps.



State Highway Engineer W. H. Rogers, Jr. and his wife, Mary Cook.

The younger Rogers attended North Carolina State College and got his engineering degree there in 1916. He barely had time to take a job with the Alabama Power Company before World War I began and he hurried off to war as a second lieutenant in the Corps of Engineers. Rogers served in the 306 Engineers of the 81st Division. He spent 11 months in France, most of it after November 11, 1918 "building back roads the war destroyed."

Post-War Career

Having gotten his first taste of roadbuilding from the military, First Lt. Rogers returned to civilian life and became associated with W. M. Piatt doing street construction work in Tarboro. Three months later he moved to Belhaven in Hyde County with the Norfolk Southern Land Company which was draining and reclaiming farm land. In February, 1920, he became an engineer for Pitt County and in 1923 county engineer. This turned into a job of considerable permanence. Rogers remained there until the State Highway Commission took over the county road system in 1931 at which time he was named district engineer in charge of Wake, Warren, Franklin and Vance counties. This was the old "C" Division under the five-division system of the Highway Commission. On July 1, 1937 his superiors moved him to Wilson as assistant to Division Engineer R. Markham. T. Bodie Ward served as Fourth Division Highway Commissioner and the friendship which grew up between the two men led Mr. Ward to bring Rogers with him to Raleigh when he became Commissioner of Motor Vehicles in 1941. Rogers took over as his assistant. On July 1, 1945, Highway Chairman A. H. (Sandy) Graham brought Rogers back to the Highway Commission fold as his administrative assistant. His excellent work in that capacity naturally brought him to the attention of the Commission as a successor to W. Vance Baise. He stepped into his new job on February 1, 1949.

Many highway people viewed his selection as ideal for reasons other than his personal ability and integrity. Whereas Rogers never served as a division engineer—one of the key engineering jobs in the highway heirarchy—he came up through the ranks, gaining valuable experience in highway work. Having by-passed the division engineer's spot by moving into the chairman's administrative assistant position, his availability made it unnecessary for the Highway Commission to pick one outstanding engineer from among ten good division engineers. Having worked faithfully and well in the divisions, however, Rogers already had the respect and admiration of the men he was to direct in the accelerated roadbuilding program.

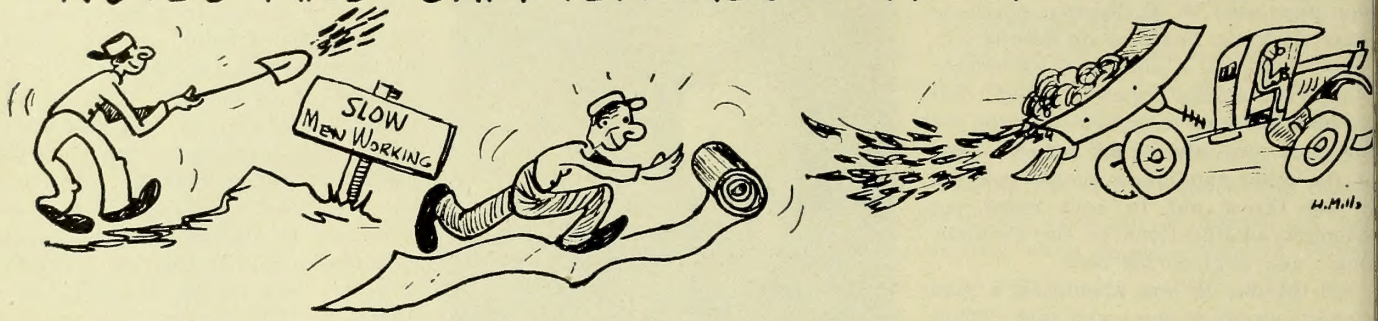
Besides driving himself hard at the job of roadbuilding, Rogers has consistently shown his interest in extra-curricular affairs—particularly those involving the church and the community. He has served as a member of the Board of Deacons in the Presbyterian Church at Greenville, Wilson and Raleigh, the three communities where he has resided most of his adult life. He has served as president of the Greenville Rotary Club and on the board of directors of the North Carolina Society of Engineers.

Probably his most beloved off-duty assignment is his interest in athletic activities like football and basketball—

(Continued on page 18)

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE

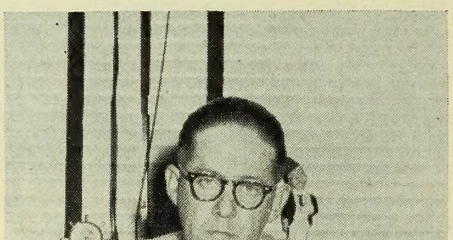


RALEIGH HEADQUARTERS

OTIS BANKS, affable well-liked prison accounting clerk, has been picked by *Prison Director John M. Gold* to step into a newly created job as business manager of the Prison Department. . . . Most highway and prison folks know Banks best as the bustling secretary of the Highway Employees' Association. . . . In his new assignment Banks will keep up with the fiscal and administrative affairs of the prison system, concentrating on the prison industries and farm programs. . . . The picture on this page shows the new prison business manager behind his desk at his Raleigh office. . . . NORTH CAROLINA ROADWAYS congratulates the prison director for picking a good guy for a big job.

THOMPSON AND STREET CO., builders of the new highway headquarters building in Raleigh, has the blessings of all sidewalk superintendents. . . . Instead of boarding up the wooden emergency side walls around the building site at Wilmington and Morgan streets, the contractors have used good old chicken wire from waist-high up. . . . No sidewalk superintendent worth his salt needs to peep through knotholes or climb trees on this job.

HENRY K. WITHERSPOON, the highway employee with the second longest record of continuous service, recently became a two-time grandpa. . . . His daughter, *Mrs. A. Garner (Becky) House* of Robersonville became the mother of an eight-pound baby girl, *Katherine Owen*, on August 23. . . . Their older child is *Ashley House*, age four. . . .Henry reports that both mother and daughter are doing fine, but one of the nicest things about Katherine's arrival was something else. . . . Over at Williamston a new hospital had just been finished and the management had proclaimed that the first patient entering would have all services provided without charge. . . . Becky and Katherine got their emergency call just in time. . . . Garner, the happy husband and father, is smiling all over for more reasons than one. . . . Incidentally four-year-old Ashley stayed in Raleigh with his Grandpa Witherspoon while Katherine was on the way and learned to love the ice rink at the Coliseum almost as much as "Skin."



OTIS BANKS

DR. JORDAN, our genial highway chairman, found his birthday this year fell on the same day as a special meeting of the Highway Commission—August 31. . . . Other members of the Commission didn't overlook the anniversary. . . . They presented the Doctor a carton of cigarettes with their compliments, *Commissioner Coble* doing the honors.

L. POLK DENMARK, of the Division of Statistics and Planning, sketched the maps and charts for *D. L. Corbitt's* new book published recently by the Department of Archives and History, "Formation of North Carolina Counties—1663–1943." . . . One interesting chart shows how all the state's 100 counties got their start as North Carolina's settlers moved westward across the state.

NORTH CAROLINA ROADWAYS in its last issue neglected to give due credit to two men . . . *Bob Edwards*, assistant state equipment engineer, was the excellent photographer who took the secondary road construction pictures carried with *Chester Davis'* article. . . . *"Uncle Bim" Sawyer* is the artist who designed and drew the new nameplate used on our magazine's cover for the last two issues. . . . "Uncle Bim" says the former nameplate was a distortion of the state.

UNIT No. 11 of the employees' association elected new officers recently. . . . They are *W. G. Reaves*, chairman; *K. B. Bailey*, vice-chairman; and *Florine Boone* re-elected secretary-treasurer. . . . Delegates to the state convention in October were *A. R. Russell, Jr., Joe Lambert, J. C. Smith, R. C. Coggin, Emma Anderson, W. L. Hobbs, George Parkin* and *R. D. Turner*. . . . Delegates at large were elected as follows: *Dale Graham, Bruce Poole, Frances Stephenson* and *Dewey Hester*. . . . Members of the standing committees are *R. D. Turner, A. R. Russell, Jr., K. B. Bailey* and *W. L. Hobbs*.

SYMPATHY is extended to *Avis Knight* and *Cecil Stearns* in the death of their mother on August 29. To *Nancy Howell* in the death of her brother, Claude, who was killed in action in Korea. . . . And to *A. S. Furtado* and *W. B. Jones*, both of whom recently lost their mothers.

R. C. (DICK) MILLS, instrumentman on bridge location, is on the "just married" list. . . . He wed *Martha Hunt* on August 25.

NEW FATHERS include *L. M. Temple*, a new son, and *C. J. Zacny*, a daughter . . . And as we went to press Avis Knight's brand new grandson had just arrived

General Counsel R. Brookes Peters is a new grandfather as of September 20.

REUBEN SHAW, senior draftsman in the Bridge Department, ended a recent vacation by spending several days in the hospital with an infected foot. . . . A vacation accident also put *Louise Bernard* on the sick list during August. . . . Louise suffered bruises and other injuries when the car in which she was riding in the western part of the state crashed down an 18-foot embankment.

OLD FRIENDS of *Margaret Shaw* will be glad to learn that she has fully recovered from a recent operation and is once again housekeeping. . . . She was employed in the Bridge Department for a number of years.

IN ANTICIPATION of an early call from Uncle Sam, *Arthur Howard, Jr.*, has joined the Army Air Forces.

HOW'S THIS for a unique situation? . . . The Bridge Department has been so crowded for space that two field men spending the day in the office recently had to set up their work in the coat room.

ROY BAKER of the landscape Department is at the cane-walking stage after suffering a bad fall.

BETTY L. GRIFFIN is new in the Bridge Maintenance Department replacing *Rosa B. Smith* who resigned in August because of ill health.

A NUMBER of personnel changes have been made in the Equipment Department. . . . *E. T. Pearce* is new superintendent of the Raleigh Equipment Depot replacing *Hal Tharrington*. . . . *R. L. Cox, L. B. Womack, L. E. Morrison* and *George A. Brinkley* figure in changes at other spots in the department's setup.

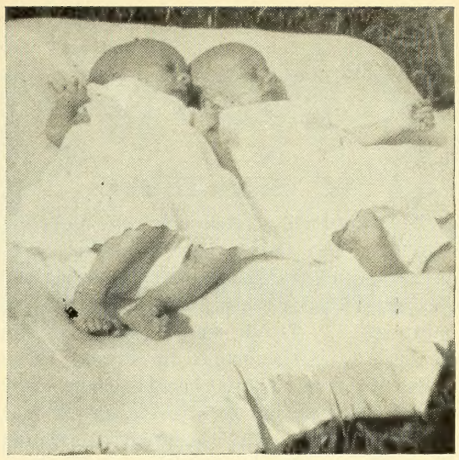
A RECENT ISSUE of our magazine carried an old picture of a pep rally given at Tarboro many years ago. . . . Two of the men in the picture have been identified as *B. W. Davis* and *T. J. McKim.*

AN INTERESTING FACT about the truck weight survey (see article elsewhere in this issue) currently being made on North Carolina's road system is that the seven-man outfit is so mobile and has such irregular sleeping hours that two house trailers are being used as sleeping quarters.

A NUMBER of officials of the State Highway Commission attended a meeting of the Southeastern Association of State Highway Officials in Louisville during the first week in October. . . . *Commissioner George S. Coble* represented *Chairman Jordan*. . . . *James P. Dodge*, Dr. Jordan's administrative assistant, delivered a paper on highway personnel procedure.

DURING THE SAME WEEK State Highway Employees held their annual state convention in Greensboro. . . . Among the speakers were *Governor Scott, Highway Chairman Jordan, Rep. Fred Royster* and *State Personnel Director Henry Hilton.*





FIRST DIVISION TWINS

SAFETY DIRECTOR *H. D. (Tarvia) Jones* led a panel discussion at the third annual meeting of the Public Employee Safety Committee of the National Safety Council on October 16 in Chicago, Ill. . . . The session was part of the National Safety Congress and Exposition.

OLD-TIME HIGHWAY EMPLOYEES were saddened to hear of the death on October 11 of *Hal Tharrington* of Raleigh, who spent almost 30 of his 49 years performing faithful and loyal service to the State Highway Commission. . . . Mr. Tharrington had been superintendent of the Raleigh Equipment Depot for many years before he was forced to enter the hospital last April. . . . On behalf of his many friends, NORTH CAROLINA ROADWAYS extends sympathy to his wife and two sons.

DIVISION ONE

THE EXPRESSION goes that "twins run in a family" but the expression must be altered in this case to go "twins run in the First Division" . . . As evidence, we present the pictures on this page. . . . In the right-hand picture, *Mary Fay* and *Frances Kay Kemp*, twin daughters of *Mr. and Mrs. Flay Kemp* of Elizabeth City, are shown at the age of two months. . . . Mr. Kemp is dragline operator with the First Division. . . . *Stanley and Steve Sharber* (seen in the left photograph) confuse their teacher in the first grade at Newland School. . . . They are twin sons of *Mr. and Mrs. S. M. Sharber* of Route 3, Elizabeth City. . . . Their father is a motor grader operator in Pasquotank County.

THREE FIRST DIVISION employees retired on August 1. . . . *John L. Foxwell* of Edenton, bridge tender on the Albemarle Sound Bridge, resigned after four years' service with the state. . . . He retired on disability and has been confined at Kecoughtan Veterans Hospital in Hampton, Virginia. . . . *C. R. Hastings*, a veteran section foreman, also retired due to ill health. . . . He saw 16 years of service with the Commission. . . . *Howard Bray*, one of the First's oldest section foremen, retired also because of ill health and recently entered Albemarle Hospital in Elizabeth City for a major operation. . . . Mr. Bray came to work with the state in 1923. . . . We salute these men for their fine service records.

DARE COUNTY, the most eastern county in the state, weathered the first hurricane of the summer season successfully. . . . Many of the roads in the area were under water for some distances, but highway maintenance men did their work speedily and well.

MR. AND MRS. C. A. CARTWRIGHT have announced the birth of a daughter, *Brenda Gail*, on July 26.

ON THE NEWLY WED LIST are *William B. Corbell* of Grandy who was married on August 19 to *Janet McHorney* and *W. B. Corbitt* of Weeksville who was married on July 15 to *Ann Hudson.*

T. CARL TAYLOR says he recently took both his first and last trip to the mountains. . . . Taylor, who weighs 250 pounds, says the mountains are too much for him.

SECTION FOREMAN R. N. PLEDGER returned to work recently after a brief illness.

DIVISION TWO

A FLASH FLOOD in the vicinity of Richlands in Onslow County caused highway maintenance forces to work Saturday afternoon and Sunday, September 9 and 10, repairing county road damages. . . . The flood washed out drainage structures on three projects under construction in the section.

SEPTEMBER 8 was the date for a joint meeting in Greenville held by representatives of the State Employees' Association, Education Association and Highway Employees' Association. . . . The three groups made plans for the fall campaign favoring the adoption of the consti-

tutional amendment prohibiting diversion of retirement funds. . . . Support was also asked for the proposed amendment increasing legislators' pay.

DIVISION THREE

THOUSANDS of home-bound vacationists over the Labor Day week-end were stranded when the drawbridge over the Wrightsville Beach inland waterway jammed. . . . Traffic was lined up on the beach side of the bridge for almost three miles when the bridge became hung after it had been raised to allow a small boat to pass. . . . The accident disrupted electrical service on the beach also. . . . A call was put in to the New Hanover Prison Camp for prisoner aid in helping lower the bridge by hand.

A "PROJECT COMPLETE" tag was placed recently on the $170,000 resurfacing on a section of US 15-A starting north of Fayetteville and running toward the Harnett County line. . . . The completed roadway is of 24-feet width (the old road was only 18 feet wide) and has 10-foot shoulders on either side. . . . The road is widely used by North-South tourist traffic and trucks.

THE ROAD OIL chapter of the Employees' Association held its quarterly meeting at Wrightsville Beach on September 14. . . . The occasion was a dinner meeting featuring sea food specials. . . . *Chairman W. L. White* introduced *L. E. Whitfield, C. E. Brown* and *A. T. Hight* as guests. . . . The chapter has 100 per cent membership among the permanent and temporary road oil men.

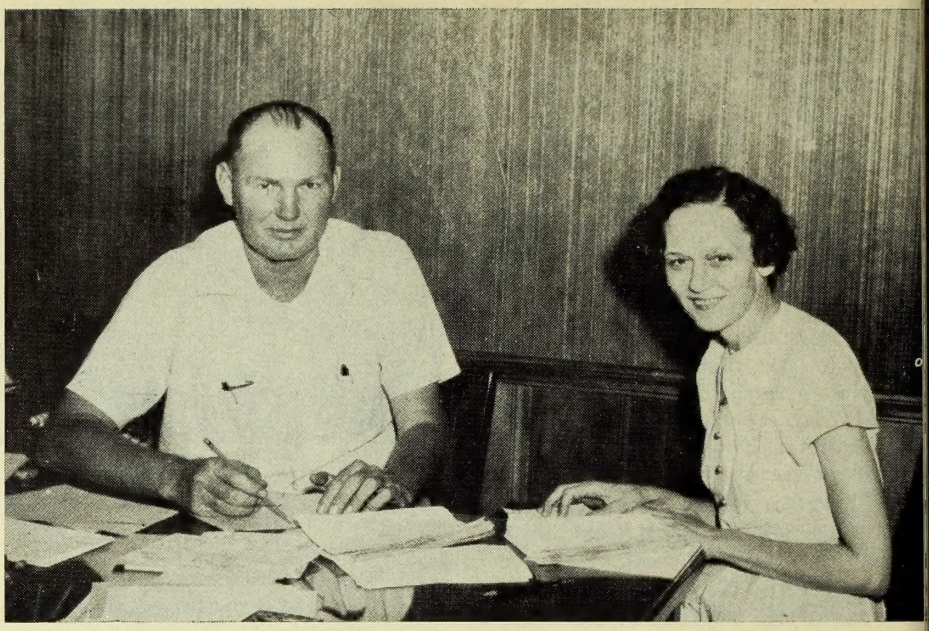
PENDER COUNTY association members also met recently at Burgaw for a fried and barbecued chicken supper. . . . *K. R. Scott*, state president, and Third Division officials were guests.

THE THIRD has two new proud papas and a new grandpa. . . . *L. T. Mercer*, resident engineer, has a new seven-pound instrument man. . . . *Tate Johnson* of the Maintenance Department, recently became a grandpa. . . . And *Rossie Hardison* of the Bridge Department has a new boy.

SYMPATHY is extended to *W. B. Parker* in the death of his son, *Clarence Ray*, who was killed in an automobile accident on August 2. . . . And to the family of *J. C. Culbreth* who died on August 19. . . . Mr. Culbreth began work with the state in 1927.

MINNIE MAY SMITH of Clinton had many interesting experiences to relate after her tour of the New England states in July. . . . She visited her daughter and her family on her visit.

JAMES T. McMILLAN of the Maintenance Department was married to *Joan Batson* on September 2.



J. V. WALTERS AND MARY EDMUNDSON

DIVISION FOUR

LYNN NISBET, columnist for the Association of Afternoon Dailies, tells the following story about the Fourth Division's able commissioner: "*Dr. R. E. Earp*. . . . has discovered a very satisfactory answer



SMILING GIRLS

to most questions about roads in his area. The other day a group of Raleigh people were talking with him about some local projects when *T. J. McKim*, division engineer came along. The Commissioner waved his hand at his top assistant when questions became difficult and said: 'That's an engineering problem.' Then with a smile Dr. Earp added that he had found very few people know anything about engineering and to call all difficult matters 'engineering problems' usually seemed to satisfy the questioners." . . . Columnist Nisbet added, however, that Dr. Earp must have been facetious in his comment since he has a reputation among Fourth Division residents for trying to find the right answers to all reasonable questions.

THE TWO SMILING GIRLS in the photograph on this page are adding a bit of local color to a group picture of foreign engineers taken during their visit to the Fourth Division several months ago. . . . They are *Mrs. Dan Griffin* and *Mrs. Lee Herring* of the division office in Wilson.

THE FOURTH DIVISION had to do without one of its resident engineers for two weeks recently. . . . *K. G. Andriesse* was called away from his job for two weeks' active duty training at the Sixth Naval District naval base in South Carolina.

CONGRATULATIONS and best wishes go to *George Beamon*, rodman, who was married to *Kathleen Letchworth* on July 15 and to *Roselia Sullivan* who was married on June 18 to *Leonard Gray Herring*.

VACATIONS are a thing of the past for most of us now but the following Fourth Division employees look back on enjoyable ones: *Mrs. Dan Griffin, T. J. McKim, A. W. Fowler, John Gray Lamm, Donald W. Stehley, J. R. Barnes, C. W. Sasser, Jimmy Vick*, and *David Hancock*.

SYMPATHY goes to *Mr. and Mrs. G. W. Mitchell* in the death of their newborn baby, to *Mr. and Mrs. C. E. Lee* in the death of Mrs. Lee's father, to *K. E. and R. L. Page*, mechanics at the division shop, in the death of their father on August 16 and to the family of *Adron Creech* who died while at work with the Road Oil Department.

WELCOMES are out for *Mrs. Catherine Jones* who is new in the division office in Wilson and for *G. A. Brinkley*, former fire chief of Fayetteville and now Fourth Division mechanic.

DISTRICT THREE announces the following who have been promoted recently: *R. B. Puckett, J. L. Jones, C. C. Pulley, C. A. Stokes, L. A. Coats, J. T. Ferguson, Simon Smith, F. L. Thompson, C. V. Cyrus, R. A. Martin, L. L. Nelms, G. M. Shearon, R. G. Hunt, J. O. Ayscue*, and *H. S. Tilley*.

J. V. WALTERS AND MARY EDMUNDSON are the Second District employees who appear in the picture on the opposite page . . .Well-known around the district, they have outstanding highway service records. . . . Walters, maintenance supervisor for Johnston County, has been with the Commission since 1924. . . Although he has one of the longest service records in the district, he is still young at the age of 40. . . . Mary, district stenographer, has the longest record of any woman in the division. . . . Her record dates from 1931. . . . The picture was snapped at the new district office near Smithfield.

J. W. FERGUSON is busy hunting bugs in final estimates without the benefit of DDT.

BIGGEST QUESTION in the *F. D. Holding* household of late has been whether it would be a brother or a sister for Franklie, Jr. . . . Latest report to NORTH CAROLINA ROADWAYS editorial office still didn't clear up the question.

SPEEDY RECOVERY WISHES are extended to *G. L. Winstead* who received a severe leg injury and to *Kenneth Taylor*, employed with the Location Department.

THE FOURTH DIVISION Equipment Department enjoyed a barbecue supper at Parker's on July 21. . . . *State Equipment Engineer B. W. Davis* was present for the occasion.

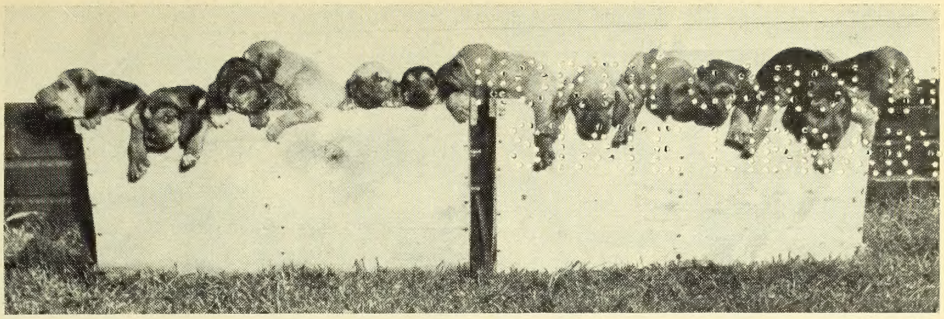
DIVISION FIVE

THREE FIFTH DIVISION employees recently renewed their acquaintance with Army life. . . . *Paul Allen*, *Bud Madden* and *Ben Clark*, all with the Construction Department in Graham, went to Fort Bragg for two weeks' training with the 518th Airborne Reserve Unit of Burlington.

J. G. ROYALS, maintenance supervisor in Caswell County, and *Brower McPherson*, section foreman in Alamance, enjoyed long trips during the summer months. . . . Royals took a 2,000-mile jaunt to Florida. . . . He says the only trouble he had was finding out why Floridians poured concrete posts about 50 feet high and then planted a flower on top. . . . Floridians, however, informed him they were palm trees! . . . McPherson took a 8,600-mile trip to the west coast with his family. . . . They went the northern route and returned the southern. . . . Most exciting event of his journey occurred at Yellowstone National Park where bears broke into three cars. . . . McPherson's car, however, wasn't bothered.

OTHER VACATIONISTS in the division include *Goley Wood*, *Charlie Chandler*, *Donald McPherson*, *Lawrence Isley*, *Don Huffman*, *Paul Allen*, *Bob Greason* and *Ira Cooke*.

THE CITY OF BURLINGTON recently passed a resolution praising the Highway Commission for its approval of the construction of a by-pass running near the city. . . . The highway will run from a point near Efland west to a point near Thomasville and will pass a short distance southeast of Burlington.



TWELVE YOUNG BLOODHOUNDS

MRS. CHARLES E. SANDERS, nee Margie D. Scarce, and her new husband were recently honored at a dinner given at the Monogram Club in Chapel Hill by some employees in the First District.

FIFTH DIVISION welcomes *Sam Anderson*, motor grader operator, back to the State Highway fold. . . . Sam has returned to work after several years' absence during which he worked for contractors.

WEDDING BELLS rang for *T. A. Watkins*, Durham County Maintenance Department, in July. . . . For *Nancy Thomas*, daughter of *Mr. and Mrs. D. B. Thomas*, who was married on August 6 to *Harvey E. Spencer*. . . . Also for *William Edward Haynes*, instrumentman in Graham was married to *Frances Patti Holcomb* on September 23.

BIRTH DEPARTMENT: A daughter, *Patricia Ellington*, born to *Mr. and Mrs. Garland Ellington* of Oxford on July 6. . . . A daughter, *Glenda Rose Morton*, born to *Mr. and Mrs. M. V. Morton* of Oxford. . . . Both papas work with the Maintenance Department in Granville County.

SIGN SUPERVISOR LUKE WILSON enjoyed a recent visit from his young grandson, of Miami, Florida.

CHARLIE WELKER has been on the sick list. . . . *E. M. Lundvall* recently returned from Bangor, Maine, where he visited his father who has been seriously ill. . . . *Goss Cheek*, for many years a section foreman in Alamance, is now recovering after a long illness.

PEGGY JEAN WELCH, daughter of *Gang Foreman Eli Welch*, received a big honor recently. . . . She was the recipient of a four-year scholarship to Woman's College in Greensboro given by the North Carolina Veterans Commission. . . . Peggy won the award in a field of 100 applicants and was eligible because her father is a disabled World War I veteran. . . . Fifth Division folks say, however, that Mr. Welch is very active in spite of his handicap.

J. W. JENKINS, Fifth Division assistant division engineer, rounded out 30 years of continuous service with the Commission on September 20. . . . He served as resident engineer, assistant district engineer, district engineer and in 1943 was promoted to his present position. . . . "Hookie," as he is known by his friends, recently wrote for *Capus Waynick* an article describing North Carolina highways from the pioneer days to the present (Ambassador Waynick is writing a history of North Carolina roads).

WORD COMES that the covered bridge carried on the cover of last month's NORTH CAROLINA ROADWAYS will soon be replaced by a new structure. . . . Contract for the new bridge was recently advertised and work probably will begin this fall.

THE FIFTH AND SIXTH divisions were co-hosts to the Fifth Annual Convention of the Highway Employees' Association held in Greensboro on October 5, 6 and 7.

WILLIAM P. ALLEN AND RALPH B. BARKSDALE, with the Construction Department in Graham, attended an asphalt school at the Raleigh Laboratory.

NANCY MOORE is now in the Graham district office. . . . *Julia Brown* moves up to replace *Drucilla Braxton* who has resigned.

DIVISION SIX

CITIZENS of the Pleasant Hill Community showed their appreciation to the Highway Commission for local road improvements by giving a barbecue lunch on September 15 to which *Commissioner Coble* and employees from the division office in Asheboro and from the Maintenance Department in Davidson and Randolph counties were invited. . . . The community folks especially wanted to say thanks for the county road being constructed from Tabernacle Church on US 64 north connecting with a paved road south from US 62 by Finch Farm. . . . The road when completed next spring will form a connecting link between Thomasville and Asheboro.





PICNIC DINNER IN ANSON

FALL TIME meant college time for a number of summer-time construction men in the Sixth. . . . *Howard Cox, Ralph Jones* and *Jimmie Haywood* went to State College. . . . *Dan Burns, Jr., Will L. London* and *Edwin B. Hatch* returned to Carolina. . . . *Bill Underwood*, Duke. . . . *Wayne Fouts* to a ministerial school in Lancaster, Pa. . . . *Fred Henley* to Emory University.

AMONG the summer vacationists were *J. W. Martin, J. E. Gregson, J. H. Alford, Arthur Sanders, G. M. Brooks, V. S. Stuart, L. M. Mitchell, J. Boyd Smith, C. B. Wicker, C. R. Dodson, J. L. Riley, Floy Burkhead* and *Bill Dye.*

LETTERS OF APPRECIATION came from three sources in the Sixth territory. . . . Members of the Parkton Ruritan Club wrote a letter of thanks for the "fine cooperation, work, speed, and efficiency that has been manifested in the grading and hard-surfacing of streets and highways." . . . The Town of Sanford extended appreciation for street improvements recently made in that city. . . . And the Robeson County Municipal Association voted a resolution of appreciation for attention given the needs of municipalities in the county.

J. R. LAWRENCE and *N. G. Hardee* have been on the sick list recently. . . . Lawrence, section foreman of Seagrove, was in Wesley Long Hospital in Greensboro for some time and Hardee, maintenance foreman, recently returned from the James Walker Memorial Hospital.

THE SIXTH reports a number of births: *Mr. and Mrs. E. R. McGrath*, a son, on August 20. . . . McGrath is a field mechanic with the Maintenance Department. . . . *Mr. and Mrs. Ernest C. Key*, a son, on August 15. . . . Father Ernest is a motor grader operator in Randolph. . . . *Mr. and Mrs. James R. Saunders*, a son, in July. . . . Saunders is a Randolph County section foreman. . . . *Mr. and Mrs. Arthur L. Davis*, a daughter, on September 5. . . . Davis is a sign painter.

GRAHAM CHEEK recently replaced *Gray Sewell* as a sign painter when Sewell was transferred from Asheboro to Fayetteville. . . . Another transfer involves *Sam Smitherman* who was transferred to the Seventh Division.

NEW OFFICERS elected at the Chatham County employee association meeting held recently are *Paul Johnson*, chairman; *J. A. Hunter*, vice-chairman; and *Glenn Duncan*, treasurer.

ANOTHER DIVISIONAL MEETING in Sanford elected *J. H. Alford*, as chairman, *C. B. Wicker*, vice-chairman; and *J. L. Stewart*, secretary and treasurer.

DIVISION SEVEN

LAST ISSUE of NORTH CAROLINA ROADWAYS mentioned the picnic-style dinner prepared by ladies of the Fountain Hill community in recognition of progress made on bond roads in Anson County . . . This month we carry the accompanying on-the-spot photographs of the occasion. . . . *District Engineer T. F. Royall, Division Engineer M. E. Beatty, Union County Commissioner Kemp Armfield* and *Division Commissioner M. Otis Poole* appear in the top photograph. . . . The lower picture shows a group of the maintenance employees in Anson County present for the occasion.

ANOTHER CAMP MEETING dinner, served picnic style, held the spotlight in the Seventh Division recently. . . . This was the one given at Hopewell Church on August 23 for highway road construction forces in the vicinity of Burnsville Township.

THE LIST of vacationists from the Seventh is a large one. . . . We mention a few: *Floyd Penninger, Glenn Eargle, "Red" Kistler, E. J. Brinkley, P. R. McCorkle, L. E. McGinn, Lester Pender, "Rough House" Montgomery, L. W. McConnell, A. M. Buchanan, C. J. Jones, John Holden, Vernon L. Dicks, Joe Agner, C. W. Graham, E. C. Freeze, R. B. Smith, J. B. Lockhart, J. C. Morris, H. R. Morgan, H. G. Morris, R. W. Schenk, R. K. Jewell, J. L. Rogers, H. C. Graham,* and *E. J. Lewis, Jr.*

PROMOTIONS came recently for *P. S. Rushing* of Cabarrus who was promoted from foreman to gang foreman and for *C. L. Nesbit* of Rowan, from truck driver to machine operator.

TWO CHILDREN of employees in the Seventh recently entered Appalachian Teachers College in Boone. . . . They are *Billie Ree Graham*, daughter of *Mr. and Mrs. C. A. Graham* and *Bobby Misenheimer*, son of *Mr. and Mrs. Chester Misenheimer.*

NEW PERSONNEL in the division include *R. B. Forrest* who replaces *D. A. Smith* as foreman of the Sign Department and *Ruby Jean Hawkersmith* who replaces *Ruth E. Jones* as stenographer in the Charlotte office.

THE SEVENTH said sad farewells to three of its number called to active duty with the Army. . . . They are *Miles Annas, Douglas Moss* and *John Driscoll* who were sent to Alaska with the 346th Light Equipment Engineers.

J. N. BOST, JR., AND R. S. WILLIAMS recently moved into new homes in Cabarrus County. . . . Bost's new home

s on the Mt. Pleasant highway and Williams' is in the Georgeville Community.

THE MAINTENANCE truck shed in Cabarrus was the scene of a chicken fry on September 1 given by the employees' association. . . . *C. P. Eudy* was in charge of the meal. . . . Chicken was also the fare at the Rowan association meeting in August at which *G. E. Rike* presided. . . . Some 120 members were present.

THE STORK has been busy in the Seventh. . . . It brought a son to *Mr. and Mrs. A. L. Kesler* of Rockwell on August 14; a girl to *Mr. and Mrs. Joel Goodnight* of Salisbury; a boy to *Mr. and Mrs. G. L. Morris*, of Salisbury; a boy to *Mr. and Mrs. Jim Peck;* and a son to *Mr. and Mrs. M. L. Lowder* on September 9.

ANOTHER KIND OF STORK visited the Rowan Prison Camp recently. . . . Twelve young bloodhound pups were born to "Old Belle" (see picture on page 11). . . . *Superintendent R. S. Lowe* and his "nursery" assistants are busy these days taking care of their active huskies.

W. C. KESLER, Rowan section foreman, recently attended the marriage of his brother, Vance, in Norfolk, Va.

J. H. GRAHAM was given a surprise birthday dinner on September 3. . . . Fifty members of the family were present with well-filled picnic baskets.

M. H. RAMSEY, truck driver in Stanly, recently broke his foot while on the job with the asphalt patch crew. . . . *J. A. Kennedy*, *Joe Rhinehardt*, and *D. F. Bost* have been confined to their homes because of illness.

EDD FINISON, *Chester Misenheimer* and *L. A. Cooke* attended the Monroe meeting of the NCSEA where plans were discussed for the state employees' retirement fund amendment.

SYMPATHY is extended to *Mr. and Mrs. A. J. Harkey* in the death of their newborn son.

BOYD RAMSEY was recently transferred from the Rockingham Prison Camp to the Charlotte Prison Camp No. 704.

NEW OFFICERS elected at the Unit 7 highway employees' association meeting this summer are *H. M. Burgin*, chairman; *T. F. Royall*, vice-chairman; and *A. M. Buchanan* re-elected secretary and treasurer. . . . *George E. Rike*, *R. S. Lowe*, *M. C. Bolick*, *W. E. Canfield*, *Willie T. Smith*, *E. J. Brinkley*, *S. P. Helms* and *R. L. Brown* were elected to the executive committee.

DIVISION EIGHT

TURNER BLACKWOOD, district mechanic of Elkin, has been doubly honored by his fellow townsmen in Jonesville. . . . Turner not only is mayor of Jonesville but was also elected president of the Lions Club.



VICKIE AND JOHNNY

DISTRICT TWO boasts a new office building at Elkin. . . . Facilities are provided in the building for the district office, resident engineer's office, district equipment repair shop and for highway and bridge maintenance activities.

THE CITY OF LENOIR expressed appreciation to the Highway Commission recently. . . . The city praised the Commission for a resurfacing job well and speedily done on several streets in the city.

DISTRICT THREE reports two birth items. . . . *Dave Bentley* became the father of twins on August 8. . . . *J. T. Winkler*, maintenance supervisor in Ashe County, also joined the parade of proud fathers.

SPEEDY RECOVERY wishes to *Don Ross* of Elkin who was injured after a 24-foot fall. . . . To *Vance Ashly* of West Jefferson who sustained a serious spine injury. . . . And to *Mrs. Kilby* of the Right-of-Way Department who has been displaying a bandage on her right shin.

CORA LEE ANDREWS of the division office visited Blowing Rock recently. . . . *J. H. Councill*, also of the division office, vacationed at Nags Head.

THE BLUE RIDGE PARKWAY will be the new headquarters of *Joe Windsor*, former instrumentman of North Wilkesboro. . . . Joe will be assigned to maintenance of the Parkway between Blowing Rock and the North Carolina-Virginia line. . . . He will live in one of the attractive residences provided by the Park Service.

PAUL J. DUPRE, formerly resident engineer at Lenoir, also recently resigned. . . . He is now associated with J. C. Critcher, Inc., general contractor.

W. R. HART was injured during the explosion of an 18,000-gallon asphalt tank on September 13 near the Winston-Salem Prison Camp. . . . The explosion destroyed 38,000 gallons of asphalt, three storage tanks, two sheds, two road rollers and other highway equipment. . . . Latest reports were that Mr. Hart is satisfactorily recovering.

DIVISION NINE

CONGRATULATIONS to *Charles Burrus, Jr.*, of the Construction Department, for placing second in a photo contest held by the *Charlotte Observer*. . . . Charles won the award on his entry entitled "Monday" which was a picture of a colored woman at her wash tub.

THE ARMED SERVICES called five Ninth Division employees to its ranks recently. . . . *Joe Rose* and *Phil Rucker*, rodmen in the Construction Department, are now stationed with the Army Air Force in Texas. . . . *Kenneth Rabb*, inspector at Marion, reported for duty with the Sixth Marine Corps Reserve on September 18. *"Rock" Gold*, rodman at Shelby, left September 7 to enter the Army Air Force. . . . *A. P. Beam* of the First District office completed his physical examination for entrance into Aviation Cadets.

DIVISION ENGINEER L. B. PECK was in the limelight recently when the *Shelby Daily Star* featured him in an article entitled "Clevelander at Work."

THE ACTIVE CHILDREN in the photograph on this page are *Vickie and Johnny*, children of *Mr. and Mrs. J. I. Church*. . . . Their father is a District One maintenance supervisor.

ERVIN NOGGLE, key foreman in Cleveland, has been nursing a case of the mumps.

R. E. GEER is settling down after a busy baseball season. . . . He was head man on the team at Columbus and made arrangements for uniforms and equipment, practiced some evenings and played the scheduled games on week-ends and holidays.

SYMPATHY is extended to the family of *O. C. Bryant*, field mechanic who was killed in an automobile accident on August 22.

AMONG THE MARRIAGES: *Lewis Peck, Jr.*, son of the division engineer, was married to *Sara Bost* of Raleigh on September 7. . . . *John Roy Brinkley*, son of *Road Oil Supervisor S. B. Brinkley*, was married on September 1 to *Gerry Van Kirk*. . . . *Kennon Goforth* was married on September 2 to *Betty Jo Willis*.

WELCOMES are extended to *Blanch Williams*, *Robert Leroy Smith* and *Robert Harrill*.

IT TOOK a grandstand at the Cleveland County Fair Grounds to accommodate the 586 persons present at the Unit 9 employee association meeting on August 25. . . . Rutherford County employees enjoyed a fish fry and softball game at their meeting on August 12.

RESIDENT ENGINEER D. L. RINK took quite an extensive trip this summer. . . . He and his family traveled 8,500 miles on a trip through 18 different states with destination California. . . . Of course,

(Continued on page 21)

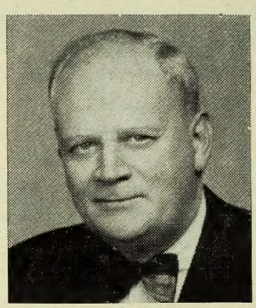
Where Do You Stand In Safety? Will You Be A Winner This Year?

BY H. D. JONES
Safety Director
State Highway Commission

FOR THE benefit of our old employees as well as new, the Department of Safety has been in operation for three complete years. All information and records are based on available information from January 1, 1947 to January 1, 1950. We are now making the record for our fourth year. Whether it is **good** or **bad** depends on YOU!

Regardless of what your job may be, whether you work with your hands, pick, shovel, or operate some expensive equipment such as truck bulldozer, or motor patrol, YOU are an important cog in the great wheel of our entire roadbuilding program. If we find out that you are not needed or are not important to our operation, you will go off the payroll in short order. So please remember if you are the water boy, keep the water bucket clean and cool as possible on hot days. If your job is keeping the office or shop floor clean, see that dust and debris do not collect under desks or around machines; make sure that the corners or out-of-the-way places are kept spotlessly clean; leave no shavings, steel, or wood around to start a fire hazard when mixed with oil or grease rags.

Always remember that if a job is worth doing, it is worth doing **well**; and if you are making your livelihood from your job, it is up to YOU to do your best. Good housekeeping pays, whether it is in the office, shop or at the intersection of the highway where dirt and stone have been allowed to accumulate until they become a hazard to the traveling public.



JONES

Your highway commissioners to the man are interested in you and your safety and recently voted quite a sum of money to give recognition to all our highway employees who have performed their duties without accident to themselves or equipment for the past one, two or three years.

Getting the roster of all of our employees from each division, checking the records for accidents, double-checking, then returning copies to each division for final check as to full name, proper spelling and other facts has been a tremendous job requiring months of time.

Designing the certificate and pin required lots of time and plenty of work. And if you don't think it takes a long time to sign over 2,500 certificates, just try writing your name that many times! But your Chairman and Department of Safety will feel well repaid if it will only help you to be more careful and safety conscious.

We hope to have the awards ready and presented before the end of the year.

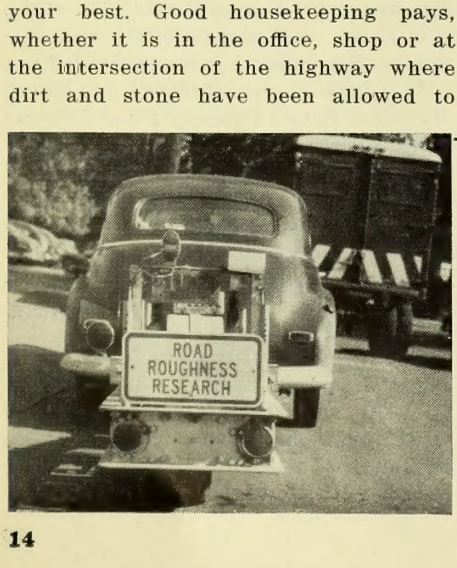
All of the one and two-year men will receive attractive lithographed certificates bearing the Green Cross, national emblem for safety, and our State Seal. All certificates will be personally signed by Highway Chairman Henry W. Jordan and the engineer-director of safety.

The three-year accident-free men will receive very unique pins, distinctively designed, bearing an enameled "Green Cross, N.C.S.H.P.W.C. three year Safety Award." These pins will be attractive of good quality, and will have a safety catch.

Futhermore, the divisions which have had the distinction of an outstanding record for the past three years will receive a beautiful walnut plaque with lovely nameplate at the top, supported by metal columns and another plate bearing an engraved message of outstanding safety service to our Highway Commission.

It is the sincere desire of our chairman and all of our commissioners that these safety awards will fire our men with greater enthusiasm for more and better safety work.

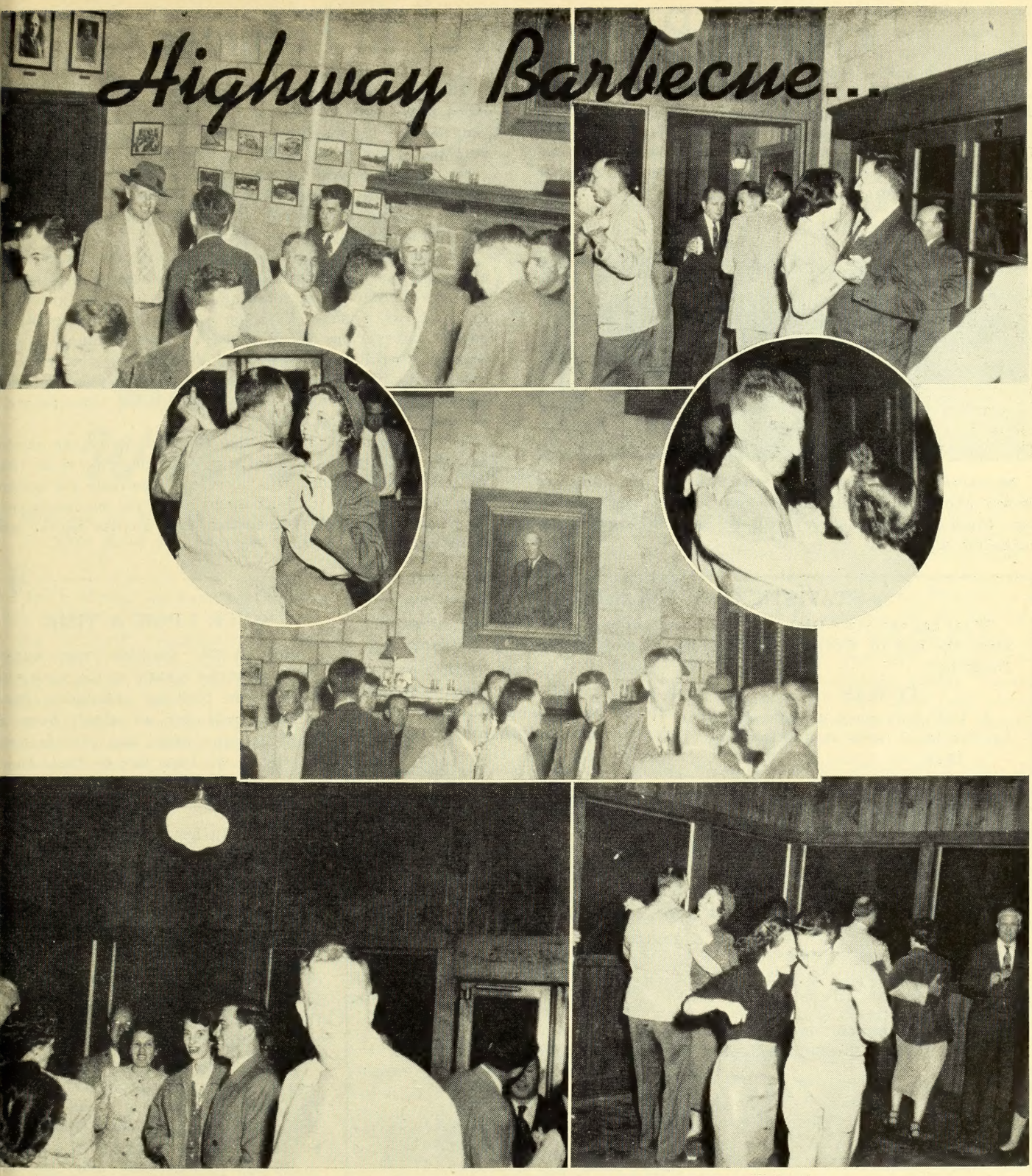
I sincerely hope every employee will show his appreciation to the Commission by turning in a good record. Our record last year was the best in the nation from the frequency standpoint. What it will be this year or in the future years is in your hands. I hope you will continue to keep it the best. I think you CAN—and I believe you WILL!



This is a Rough-o-meter

A. Duke Morgan, the Highway Commission's research engineer, has a full-time job thinking up new ways to help us build better roads. His latest gadget is the one-wheel machine shown here. It tests road roughness. The idea is to run the machine over a smooth road, take a set of readings and then compare them with other readings obtained on rougher sections.

The Highway Shops built the Rough-o-meter from plans furnished by the Bureau of Public Roads. It gives our engineers valuable information for comparing road surfaces. Right now, Morgan says, the stretch of US 1 between the Raleigh city limits and the Louisburg turn-off is the smoothest stretch in the Raleigh vicinity.

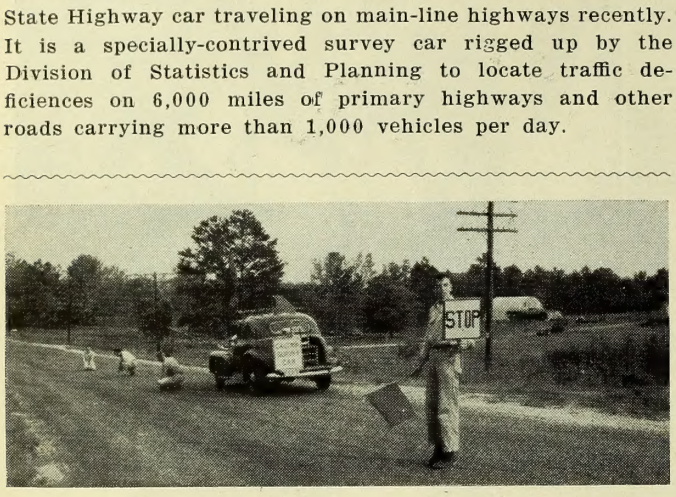


Carolina Roadbuilders Entertain

Raleigh area roadbuilders took time off from their busy highway duties to have a taste of fun and frolic as guests of the Carolina Road Builders Association on September 25 at the Trojan Lake Clubhouse on Ramkatte Road. Those smiles you see in the pictures above are a good indication that a "good time was had by all." Among those pictured are Virginia Lyon, Edythe Crocker, T. N. Park, Freda Webb, J. P. Dodge, Helda Ray, Howard Harrison, Marie Knight, T. C. Hartman, T. V. Fahnestock, Bill Fulghum, Eloise Nordan, W. W. White, T. G. Poindexter, Red Hughes, Jesse Proctor, J. E. Thompson, Jr., Lloyd Cutting and Hunter Irving. (Photos Courtesy CRBA.)

Primary Road Survey In Progress

NORTH Carolina motorists have seen a strange-looking State Highway car traveling on main-line highways recently. It is a specially-contrived survey car rigged up by the Division of Statistics and Planning to locate traffic deficiences on 6,000 miles of primary highways and other roads carrying more than 1,000 vehicles per day.



Members of the Division of Statistics and Planning are shown above with their flag-decked primary road survey car. Findings of the survey will be used in modernizing main-line highways.

The car has three red warning flags towering four o more feet above its roof, a red flashing signal light, tw "survey car" signs and a flagman traveling in the converte rear trunk space. These are safety devices used to war other motorists that the car may make frequent stops t measure sharp curves, excessive grades, super-elevatio of the highways, shoulder widths, limited sight distance or overpass and underpass clearances.

Operating and surveying equipment with the car include a precise meter which measures to the nearest five feet i a mile, a grade meter showing the per cent of grade o the highway, a super-elevation meter, a curve measurin device and various location maps. One of the five me traveling with the survey car uses an electronic voic recorder to dictate notes and record deficiencies encountere while the car is moving. The group will log approximatel 50 miles of highway a day.

The department will combine the findings of the survey on each segment of road studies into chart form so tha all information needed will be readily available for action The survey is part of long-range plans for modernizatio of primary highways in the state. Last similar survey wa made more than 10 years ago.

STATISTICALLY SPEAKING . . .

What has the State Highway Commission done to the primary road system since the end of World War II? (Figures from Division of Statistics and Planning)

IT HAS . . .

1. Built this much mileage of new hard-surfaced roads on new location:

1946	10.6
1947	23.9
1948	67.9
1949	51.5
	153.7

2. Hard-surfaced the following miles:

1946	128.9
1947	148.7
1948	278.3
1949	165.8
	875.4

3. Placed "retread" or resurfacing (at least one inch thick) on following mileage:

1946	339.2
1947	162.6
1948	237.2
1949	236.7
	975.7

4. Built following hard-surfaced mileage on secondary system, then transferred it to primary system:

1946	24.7
1947	30.8
1948	22.0
1949	150.1
	227.6

5. Done permanent type widening of existing hard-surface types on following mileage:

1946	13.3
1947	90.4
1948	89.1
1949	230.3
	423.1

All this has cost:

1945-1946	$ 8,545,357
1946-1947	14,807,311
1947-1948	15,397,889
1948-1949	23,487,359

The above in no way covers the other great "housekeeping" tasks of the Commission which are continuing and expensive, if not spectacular. These are normal maintenance, patching, crack-filling, shoulder work, drainage ditches, signs, center lines, seal coats, drage seals, blading, the operation of free ferries, drawbridges, signals and the like.

These figures will indicate that, while the construction work on state highways is eclipsed by the secondary road program, it does represent a considerable effort and an extensive accomplishment.

ONCE UPON A TIME

Once North Carolina was know throughout the country as the state wit good, wide highway shoulders. Sure someone will say we didn't have a much mileage then, and that is true But today we have two or three time as many men to care for our increase mileage.

Pulling ditches and depositing loos dirt or silt along the edge of the con crete is not good shoulder maintenanc as evidenced by one of four report received in a single day showing acci dents involving our own highway equip ment resulting in damage in the amoun of $1,360. All of this was caused b low shoulders with one exception, an that was charged to the soft conditio of a shoulder.

Isn't it high time that we started t regain the reputation we once had You are reminded of this becaus visitors to our state are now condemnin us for some of the worst shoulde conditions in existence, and they ar general throughout the state—from th coastal plains to the mountains.

We plan, lay out, design and buil our roads and we are supposed to main tain them. But when we damage ou own equipment in excess of a thousan dollars in one day on account of ba shoulder maintenance, what can w expect where the general public is con cerned?—H. D. Jones.



What's New?

A Roundup of Highway News From Nags Head to Nantahala

FIRST critical primary highways—then critical bridges.

The Highway Commission has the green light to proceed with $3,475,000 worth of special bridge building, using highway surplus funds . . . Governor Scott approved recommendations of Chairman Henry Jordan and highway engineers to build half a dozen of the state's most critically needed bridge projects . . . Work will begin next spring—if the war situation permits . . . Two of the bridges are across the Yadkin (near Salisbury and Winston-Salem), and others will span the Cape Fear, Catawba, French Broad and Bogue Sound.

Earlier the Governor approved the spending of $8,600,000 in surplus funds on eight critical primary highway projects in widely separated areas of the state . . . With the surplus funds being channeled into primary road work and $200,000,000 being expended on secondary roads, North Carolina's road system is experiencing a major face-lifting everywhere.

Because Johnnie Smith's conscience tingled, the State Highway Commission is $3.66 wealthier.

Johnnie recently sent the Commission $3.66 by money order from Route 2, Hertford, as settlement for a 12-year-old debt . . . "Since the Lord saved me," Smith explained in an accompanying letter, "I'm trying to make all my wrongs right. About 12 years ago I got 10 gallons of gasoline from the highway shop near Hertford. Enclosed you will find money with interest."

Dr. Jordan had the money order credited to the Highway Commission's motor equipment fund.

It looks like many of North Carolina's scenic highways soon will be sporting roadside parks (see "What They're Saying" in this issue) . . . The Highway Commission has appointed a special committee to work with the Board of Conservation and Development on this project . . . Sentiment seems favorable toward having the Highway Commission build and maintain a number of these tourist allurements in various parts of the state . . . North Carolina, so folks who know say, is behind in this type of program . . . With tourist our fourth largest business (after tobacco, textiles and furniture) it makes sense to develop roadside facilities so tourists will keep coming back for more.

Here's an interesting statistic: Jim Burch's Statistics and Planning Division says the most heavily traveled spot in North Carolina is a street in Charlotte—the one-block section of Morehead Street between College Street and Independence Boulevard . . . A midsummer traffic count showed that an average of nearly 1,000 vehicles per hour pass over the street every 24 hours . . . The count for a full day was 23,800.

Miss Nora Edmundson, the bustling red-haired school teacher who put the "Road of 99 Fords" on the map, won't be teaching at Lower Elk School in Watauga County this season after all.

"Miss Nora" helped legislate the Lower Elk School right out of existence by her determined efforts to get a decent road built to that school . . Because a school bus now can penetrate the previously isolated Elk Creek Valley, "Miss Nora's" chillun will be driven out of the valley to a consolidated school this season, and "Miss Nora" won't have a job—there.

But word comes that a spot always exists in the school system for a spunky, great-hearted teacher over 70 . . . "Miss Nora" will be teaching down on North Carolina's Outer Banks this year at Ocracoke—a spot almost as inaccessible as Lower Elk . . . The Highway Commission is bracing itself any day for another barrage from the school marm who hates red tape . . . Any roads you'd like built down that way, "Miss Nora?"

NEWS NOTES: L. Dale Thrash, Tenth Division highway commissioner, is receiving numerous name suggestions for the West Asheville Bridge (which should be finished and open by the time you read this) . . . Some would make it a memorial to veterans of the last two wars . . . Another suggests Zebulon B. Vance Bridge and still another the J. Melville Broughton Bridge (money for the bridge was authorized during the late Governor Broughton's administration).

The Durham Civitan Club rates an orchid for the splendid contribution it made recently to the Prison Department's Butner Youth Center . . . Members of the club chipped in and purchased a piano . . . The Durham civic club also contributed 40 pairs of swimming trunks and other sports equipment . . . On a recent Sunday all the youths at the center attended the Julian S. Carr Bible Class at the Trinity Methodist Church along with Durham Civitans who brought along book contributions for the center's library . . . Good work, Civitans.

W. H. Rogers, Jr., state highway engineer, has cautioned all divisions to make sure that no road accidents occur this year because right-of-ways haven't been cleared of brush . . . The Nash County school bus wreck last fall focused attention on this problem and all highway forces were duly warned before the opening of school.

A national survey made recently shows that North Carolina is spending more proportionately than any other state to overcome her highway deficiencies.

(Continued on page 21)





Autumn Is Truck Weighing Time

AUTUMN is truck weighing time for the Statistics and Planning Division. A special truck weighing crew began its annual trek across the state in September.

Like the experiment now under way in Maryland, the Highway Commission's annual check tells engineers how well their highways are standing up under the stress of accelerated post-war travel. The weighing crew, assisted by State Highway Patrolmen, will stop all trucks and obtain information on axle and vehicle weights at 12 highway spots spread across the state. This information guides the Highway Commission in the design, construction and maintenance of the highway system. Inspectors do not check on violations of motor vehicle laws although violations often are discovered.

The top photograph shows a truck being weighed at the station US 1 near Raleigh. Members of the weighing crew shown below, are W. D. Phillips, A. V. Sasser, Rupert "Pete" Wallace, H. C. Watkins, Joseph Terrell and J. A. Walston.

A Methodist Parson's Son

(Continued from page 5)

can Legion, president of the Gaston County Dental Society, a member of the County Board of Education for half a dozen years in Gaston County and also in Randolph, on the Boy Scout Executive Board in Randolph County, and a Shriner. During World War I he served for six or seven months in the Students' Army Training Corps.

Probably Henry Jordan developed more nicknames than any youth of his generation. Part of it was due to his family's frequent moving and part was due to the fact that the Doctor just naturally picks up nicknames.

At home in Gaston County the folks still call him "Reverend"—with love and affection.

At Emory and Henry he quickly became "Hank."

And this fall when Dr. Jordan visited two old childhood homes—Marion and Morganton—as part of the Democratic Party's fall election caravan he had a chance to recall two other nicknames. In Morganton they remembered him as "Peck" Jordan and in Marion he was "Grinning Henry."

There may be more, but "Dr. Henry" thinks his days of nicknames may be fast waning. In Morganton an old school teacher came over to meet him and said: "I'm going to stop bragging about teaching you in Sunday School; you're as old as I am!"

That's the kind of joke the State Highway Chairman likes to tell on himself—and a man who tells jokes on himself always has friends.

William Haywood Rogers, Jr.

(Continued from page 7)

and especially where those activities concern North Carolina State College. In 1948-49 he served as president of the General Alumni Association of State College and as chairman of the executive committee in 1949-50. Saturday afternoon on fall days usually finds him following the Wolfpack.

On June 1, 1921, Rogers married Miss Mary E. Cook of Tarboro, a charming and vivacious helpmate. In the 29 intervening years Bill and Mary Rogers reared a family. Their daughter is Elizabeth Cook Rogers (now Mrs. John D. Titchener of Wilson) and their son is W. H. Rogers, III, was recently finished at Chapel Hill with a B.S. in chemistry and who now works in Florida. There are two grandchildren, John D. Titchener, Jr., and William Rogers Titchener.

As for outside activities other than athletics, the State Highway Engineer finds that helping his wife at their home 216 East Park Drive, and gardening rank high. He used to hunt when there was time for such things.

At 54, serving in one of the most important engineering jobs in North Carolina, William H. Rogers, Jr., has definite ideas about the important things of life. What he enjoys most of all, he declares, is dealing with people. "The greatest remuneration any man can get out of life is service to mankind," he says. "In this job what I want to do is to serve the people as they want to be served."

Ample evidence is available to show that the State Highway Engineer is rendering such service. Supremely unselfish, he is at the same time strong in his convictions and especially unbending matters involving the integrity and good name of the organization he serves.

If North Carolina's Highway Commission continues to maintain the high reputation it achieved in the Frank Page era, it will do so with the assistance of men like William H. Rogers.

Engineers In Session (1950)



State Highway Engineer W. H. Rogers, Jr., rarely calls in all his division lieutenants for a Raleigh pow-wow because he hates to pull them away from their important highway jobs. But sometimes a meeting is imperative—like the one the state engineer called on September 21.

Principal purpose of the meeting was to discuss the new salary classifications recommended by the Personnel Department. Although that subject consumed plenty of time at the all-day session, many other highway matters occupied the attention of the several dozen division engineers, department heads and their assistants meeting at the Materials and Test Laboratory.

Engineer Rogers introduced his engineering staff to John M. Gold, new state prison director, who spoke briefly. The engineers also heard a word from their chairman, Dr. Henry W. Jordan. J. P. Dodge, administrative assistant to the chairman, presented the job and salary reclassifications which will be effective in November. Other department heads presented subjects of varying interest.

In between the times, Engineer Rogers, as shown above, kept the ball rolling by discussing with his co-workers the hundreds of details of organization and engineering that are part of the business of roadbuilding in North Carolina. (Photographer Bill Minges' lens couldn't catch the whole audience in one snap, so we blended two pictures together).



Engineers In Session (1922)

In 1922 Frank Page was just beginning his significant North Carolina road program. He believed in personnel meetings where everybody got a chance to talk over mutual problems.

In September, 1922, he and State Highway Engineer Charles Upham traveled up to Elkin to meet with personnel there. This picture shows what the personnel there looked like in those days. You'll recognize a number of faces if you look closely.

At least one Veteran Highway Engineer, W. E. Hawkins, appears in both pictures on this page.

WHAT THEY'RE SAYING



J. T. Laney, president of Beard-Laney, Inc., petroleum carriers of Camden, S. C., sends deep-felt thanks to a Highway Commission road maintenance crew working near Freeman on June 29. "One of our tanker units, a Mack with a Great Dane Tank trailer, was returning to Wilmington, N. C., empty when it suddenly caught fire under the hood from causes as yet unknown," Mr. Laney writes the Highway Commission. "After our driver, without success, had tried to put out the fire, one of your crews came upon this situation and immediately with the use of sand and shovels put this fire out. Without the aid of your men we believe that the entire unit would have been destroyed. . . . "

For an emergency job well done NORTH CAROLINA ROADWAYS salutes an on-the-ball maintenance crew.

Former State Information Director Bill Sharpe, now peddling power and light over the Carolinas, knows as much about North Carolina highways as any man living. Recently, Bill selected US 64 as the most interesting highway in North Carolina. Let Bill tell you why:

"For my money, US 64, from water to copper mines, is the most interesting highway in North Carolina. West of Raleigh, driving it on a crisp fall afternoon, the shadows of saplings splash across your hood like the fast ripple of disturbed water, and then crawl softly over your eyes. Between Pittsboro and Asheboro lies one of the most pleasant farming areas of the state—solid farmhouses, evergreen fields, prosperous livestock. The Uwharries, incongruous survivors of a once-lofty range, lie in the distance, more pleasing, some say, than anything offered by the west.

"Two parts of US 64 always interest me. Approaching Morganton from the east, the South Mountains—an orphaned wing of the Blue Ridge—ride along your left, whilst the Blue Ridges show up ahead and on the right. Seldom does geography come so satisfyingly to your sense: this is a plain. It is much like the plain lying between the Snowbirds and the River Valley Mountains from Murphy to Andrews.

"After US 64 (new version) wheels south at Morganton to Rutherfordton it drives head-on into the Blue Ridges at Lake Lure. This is the most dramatic of our approaches to the Appalachians. Almost before you know it, you are piercing the escarpment. On your right lies Lake Lure, backed by Rumbling Bald; on your left are Chimney Rock and Sugar Loaf. Beyond, there is a deceptively easy grade to the plain of which Hendersonville is the capital, and newcomers are surprised to see with what ease they have overcome the battlements which from a distance had seemed so formidable."

Our old friend, R. F. Beasley, editor of the *Monroe Journal*, takes the Highway Commission to task for negligence about highway bridge signs—and we plead guilty, yer honor.

"The most ancient and important landmarks in this country are the water courses," writes Mr. Beasley. "Once no man could travel without an accurate knowledge of the water courses. He could scarcely write a deed without describing the location of the land in relation to some stream. Knowledge of the geography of the country was based upon the names, location and course of the streams. All this has built up in the minds of older people much tradition and items of interest about water courses, big and little.

"When the Highway Commission began to make roads and build bridges, they recognized this interest by putting up signs on the bridges giving the name of the river or creek that the bridge crossed. They seem to have quit this practice. You can scoot over a river whose name you have seen hundreds of times in print in the geography books or elsewhere, without knowing it. In traveling some of us at least still want to know when we cross a historic stream . . .

"The highway people are getting very much behind in their road markings generally. The paint has faded till you can't tell 'B' from 'bullfoot' and in the new signs there are so many arrows and curlicues of one kind or another that it takes a Philadelphia lawyer to find out what they say.

"Give us back the names of the streams we cross."

What Mr. Beasley says has been true in some cases. Our forces have been building so many roads that the Sign Department finds it hard to keep pace. But the Highway Commission's policy calls for such signs and we promise they'll show up more promptly on bridges in the future.

J. L. Humphrey, Carteret County maintenance supervisor, and his crew got high praise from citizens in that section for their untiring work during the flood period in July when one person was killed in a road washout. Robert G. Lowe, Jr., general manager of the Morehead City Chamber of Commerce, writes Second Division Highway Commissioner W. Guy Hargett as follows:

"As spokesman for the business community of Morehead City, I wish to commend most highly the work done by Mr. J. L. Humphrey, his foreman, J. C. Norris, and Levi Riggs and their working force for the outstandingly good work done in reopening Highway 24 after the recent washout.

"You can readily understand the importance to this community of having its lines of communication open, particularly during this season of the year. We know from personal observation that these men have worked far beyond the call of duty in order to perform a public service.

"Not only their technical skill and their stamina is to be commended but also their ability in maintaining the morale of those working under them including the prisoners. . . .

"The way Mr. Humphrey and his men handled this extreme emergency speaks beyond the words of the high caliber of your organization. . . . "

The excellent cooperation between the Highway Commission and the Department of Conservation and Development has been a subject of interesting newspaper comment recently. Recognizing the value of roadside turn-out and picnic spots on our more scenic highways, the Commission has lost no time in having a number of them built, especially in the mountainous Tenth Division. Commissioner L. Dale Thrash has flashed the green light on many spots along beautiful US 19 between Waynesville and Cherokee. Thousands of motorists, Tar Heels and otherwise, have noticed these facilities and used them, especially during the successful summer run of "Unto These Hills," the magnificent drama of the Cherokees.

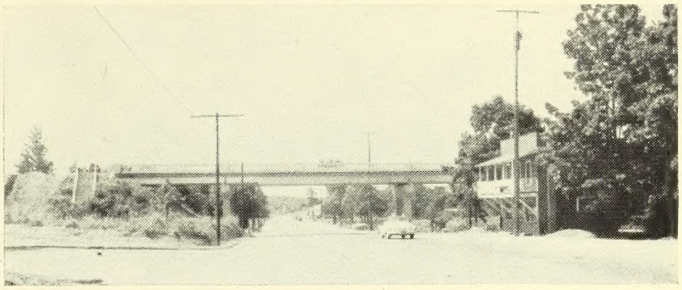
Typical of the comment about these facilities—which incidentally dovetail with the C and D program—is the fol-

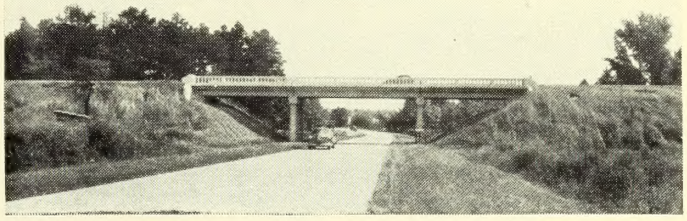
(Continued on page 21)

"Grade Separations" Are The Vogue

DURING the summer the State Highway Commission opened another grade separation on one of its heavily traveled primary highways—NC 49 around Asheboro. The new traffic facility (top picture) is only 16 miles from another brand-new grade separation built for the Siler City by-pass (bottom picture). The Randolph project separates US 220 at its intersection with NC 49. The Chatham project involves US 64 and US 421.

Grade separations—involving highways and railroads—are quite common on North Carolina's highway system, but the separation of intersecting highways is something new for Tar Heelia. They became vitally necessary, according to Engineer James S. Burch, as urban by-passes grew in popularity and usefulness. Radial by-passes must intersect several main-line highways on their routes around cities, and that creates dangerous traffic hazards. Where traffic on both highways is already at peak load, a grade separation is the only effective answer. That's why you'll see (and possibly help build) many more as the Highway Commission continues its modernization program for the primary road system.





Tar Wheels

(Continued from page 13)

Mr. Rink noticed the highways of other states and reports that they, too, have the problem of out-of-date roads.

J. C. CURTIS, inspector in Hickory, underwent an operation in Blackwelder Hospital in Lenoir on August 26. . . . *E. L. Fleming*, rodman, sustained a fractured right ankle after a fall while working on a bridge in Mecklenburg County. . . . The two men are now back at work.

DISTRICT TWO boosts three men who have been with the organization for a quarter of a century. . . . They are *P. D. Miller*, district engineer; *P. J. Corpening*, maintenance supervisor; and *A. J. Mills*, gang foreman in Catawba County.

THE LATEST little Bean to arrive in the home of *Mr. and Mrs. J. W. Bean* near Maiden is *Betty Jean Ollie Bean*. . . . She is the 14th delivery the stork has made to this household.

DIVISION TEN

BIGGEST NEWS from the Tenth Division is the opening of the million-dollar West Asheville Bridge across the French Broad River. . . . Dedication ceremonies were held October 23 when the bridge was officially named Smoky Park Highway Bridge. . . . The new structure cuts driving time in half between Asheville proper and the industrial community of West Asheville. . . . Next on the list is beautification of approaches. . . . Asheville citizens hope to use this landscape improvement as a springboard for a county-wide roadside improvement campaign.

What's New?

(Continued from page 17)

That famous road Governor Scott has been mentioning in speeches and press conferences during the last two years is scheduled to be black-topped soon . . . It's the road in front of his own Alamance County farmhouse.

The Highway Commission decided at its September meeting to place a bronze plaque in the new Raleigh highway building honoring the late W. L. Craven who was state bridge engineer from 1916 to 1944.

What They're Saying

(Continued from page 20)

lowing letter from Ralph J. Andrews, director of the North Carolina Recreation Commission:

"On a recent trip to the western part of the state, we observed the excellent use that was being made of the turn-out sites for roadside picnic spots along the Soco Gap Road near Cherokee. I thought you would be interested to know that this service you render has been, in the thinking of some of the rangers and reservation officials, a real lifesaver to the heavy congestion brought about by the crowds attending the new drama production there at Cherokee."

Members of the Highway Commission saw some of these facilities with their own eyes when they held their July meeting at Waynesville. It was the unanimous opinion that from the point of view of traffic and recreation they are worth far more than they cost. More will be done along this line in various sections of the state.

The *Southern Pines Pilot* takes editorial note of this highway deficiency in its section as follows:

"Everybody knows this story: The family starts early to get going before the traffic gets heavy. They pile in with a good picnic lunch in the back. Towards noon the cry: 'When do we eat?' begins to be heard, followed by parental command: 'You-all start looking for a nice place!' But, if this family is traveling along US 1, the main highway through our state, that is the beginning of a long and generally futile search. The 'nice place' just isn't."

Under the new program the Highway Commission soon hopes to be able to say: "There it is."

One of the current magazines reports that Columnist Ed Sullivan saw a sign on a North Carolina highway which read: "SLOW-U-TURN-U-ALL."

What route is that on, Mr. Sullivan?

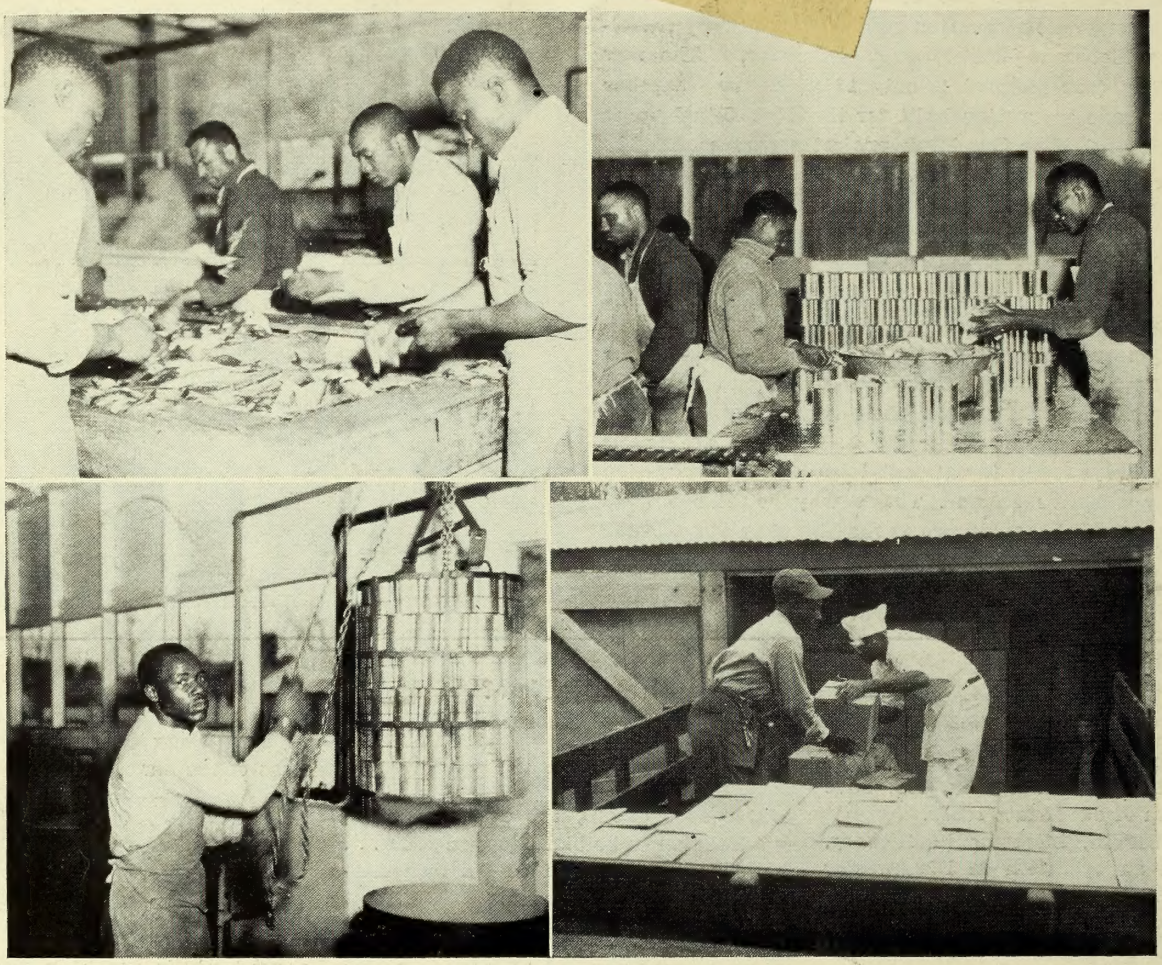
Dollars are banked by those who are not forever depositing their quarters in easy chairs.

It is good to give the unfortunate a living,

It is better to raise them to a life worth living.

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Prison Report

Herring Canning At Creswell

THE SCHOOLS of herring that swarm down through the warm fresh rivers and sounds of the Atlantic Seaboard provide North Carolina's prison system with plenty of sea food.

P. E. Mallison, Second Division prison supervisor, reports that the department's cannery at the Creswell Prison Camp in Washington County has put up 12,000 No. two cans of herring in oil and 10,000 pounds of herring in barrels this year for distribution throughout the state. H. L. Harris, camp superintendent, has charge of this interesting coastal canning job.

Herring cost about one-third less than salmon, and canned near their spawning ground, they cost even less. Fish canning also makes a worth-while occupation for prisoners. The canned fish are transferred to the state prison warehouse in Raleigh from which they are distributed all over the state.

The canning operation gets under way early every spring immediately after the arrival of the great schools of herring which sometimes cover several square miles. Coastal fishermen use a number of different nets to catch their prey. Thousand-foot-long seines towed by boats are used in certain areas. Pound nets, fike nets and gill nets are smaller variations of the seine. Some fishermen depend on the dip net which is very simple to operate.

Bustling activity at the prison camp's canning plant is evident every spring when the catch is good.

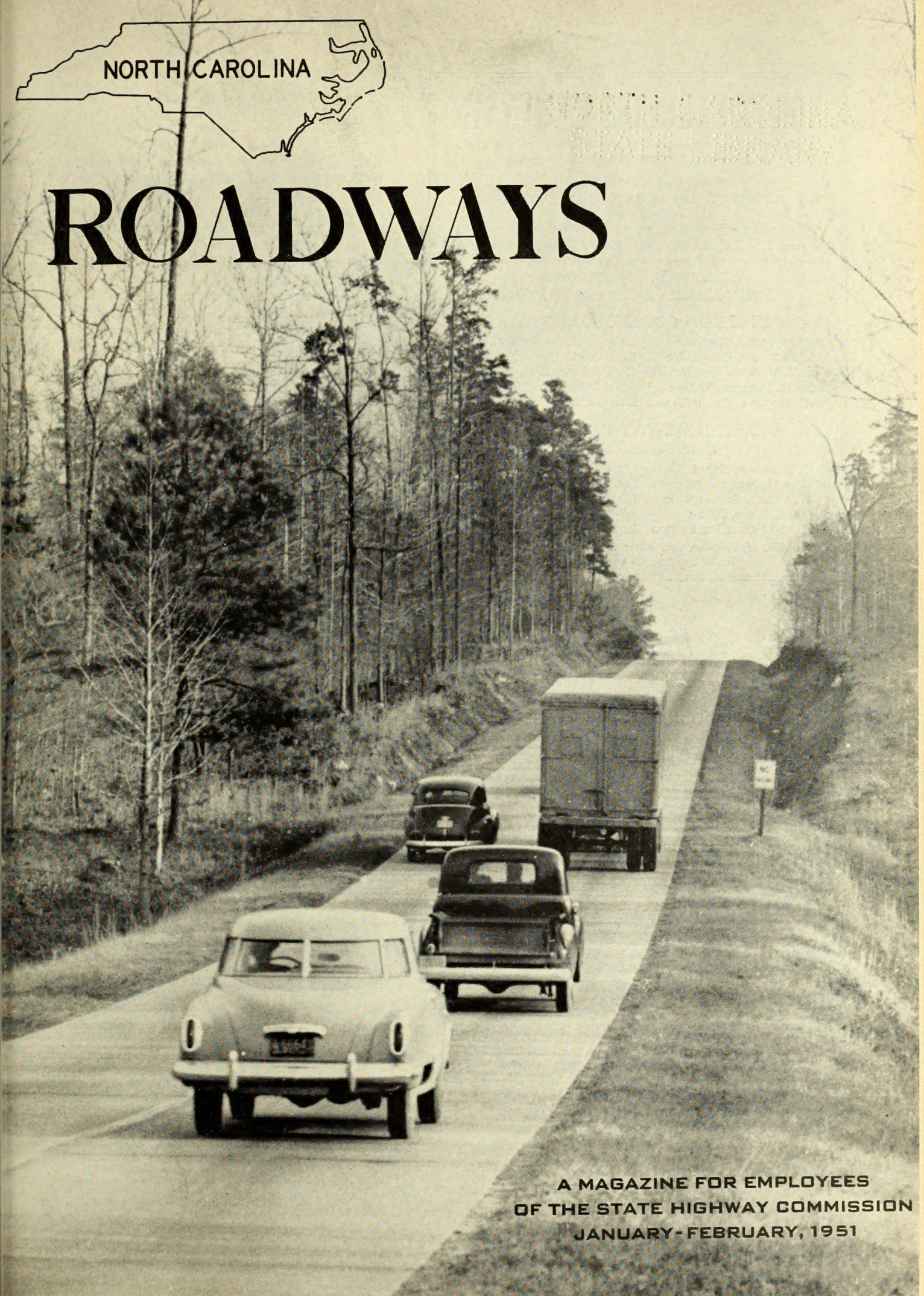
As they come into the plant the herring are put in a salt brine for a short time. Next, the tails and fins are removed and each fish is cut in half and packed, about five fish to a can. Packers add about two ounces of refined cottonseed oil to each can.

The cans then go on a conveyor chain for a seven-minute journey through an exhaust box lined with steam pipes. As the cans move along, they are heated to about 176 degrees. From the exhaust box they travel through a sealing machine. The can tops are sealed at a speed of 22 cans a minute. Finally, the cans are packed in wire crates and carried by chain hoists to the retorts where they are processed at 10 pounds' pressure for 75 minutes at 242 degrees F.

After packing in cases, they are ready for shipment to Raleigh.

Herring roe is processed much the same way.

Prison Supervisor Mallison thinks the prison system should utilize more herring to meet its food needs. "Buying the fish helps North Carolina fishermen," he says. "The fish are relatively inexpensive and easy to process."



ROADWAYS

A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION
JANUARY-FEBRUARY, 1951

NORTH CAROLINA ROADWAYS

A Magazine for employees of the North Carolina State Highway and Public Works Commission

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A New Year

MANY Americans moved through the tinsel and excitement of this Christmas season with an underlying sense of foreboding for the future. The customary cheerfulness of Christmas blended harshly with the news from Korea and dark shadows of a broader conflict.

If Christmas 1950 was a sobering one, perhaps it served a purpose. It re-emphasized the basic religious meaning of the season. It dimmed some of the Santa Claus gaiety, but it moved people to a deeper realization of their responsibilities in a prosperous nation and a tension-ridden world.

The New Year of 1951 has broken across the globe's peaceful and strife-torn continents alike. It brings with it what New Years always bring—hope and opportunity for better things. It reminds us of the challenge old King Ulysses flung to his followers in Tennyson's famous poem which we might read and remember as this New Year begins:

"Come, my friends,
'Tis not too late to seek a newer world . . .
Tho' much is taken, much abides; and tho'
We are not now that strength which in old days
Moved earth and heaven, that which we are, we are;
One equal temper of heroic hearts
Made weak by time and fate, but strong in will
To strive, to seek, to find, and not to yield."

Highways and Streets

THE 1951 General Assembly undoubtedly will consider many bills affecting operation of the State Highway Commission, but none will surpass in importance that legislation concerning streets in cities and towns.

Under authorization of the 1949 Legislature, the State Municipal Roads Commission made a most exhaustive and detailed survey of the general problem. It advocated equity in distribution of funds for city roads and country roads by turning all streets over to the jurisdiction of the State Highway Commission.

There is some doubt about the feasibility of such a move at this time. But there is no doubt about the need for finding a just formula—one which will stand up not only for this year but for the years to come. The Legislature has the job of finding this formula.

It has been rumored in some quarters that the State Highway Commission is anxious to "take over" city streets. This is not true. The Commission remembers what happened in 1931 when the General Assembly of that year dumped 45,000 miles in its lap but failed to provide sufficient funds to maintain them. As a result, a slow-burning fire began to build up pressure in the rural areas. The Highway Commission began to know the frustrations of a millionaire living on a street cleaner's income. Unable to cope with thousands of sincere requests for road improvements, its engineers did what they could with what they had and ignored the growing clamor.

The $200,000,000 bond issue, coming in 1949, finally provided the funds needed years ago. The Commission's roadbuilding record for the past year—almost 5,000 miles of newly paved highways—shows that a deficiency of funds was the only obstacle to doing the job.

In its report, the State-Municipal Roads Commission recognizes the danger of taxing the current highway fund with the staggering burden of 7,000 miles of city streets. Its research shows what the Highway Commission has long known: That every bit of anticipated income must be allocated to the rapid rehabilitation of our primary highway system, now that the secondary road needs are cared for.

Traffic on main-line highways soared 18 per cent between 1949 and 1950. Badly congested conditions everywhere in the state make it necessary for the Highway Commission to think in terms of expensive municipal by-passes, wide bridges, grade separations and multi-lane highways. This is a responsibility which cannot be overlooked by the state.

To siphon off funds needed for these purposes would be short-sighted and foolhardy. Recognizing this situation, the State-Municipal Roads Commission recommends the financing of additional city street needs from some other sources.

This is the heart of the street problem. The State Highway Commission should be burdened with the upkeep of city streets only insofar as adequate funds are made available for that purpose.

THIS MONTH'S COVER

Charles Snow's dramatic cover photograph tells a story familiar to every motorist. The scene (on US 70 between Raleigh and Durham) is set for tragedy. Notice the "No Passing" sign, the impatient motorists trailing a large truck the steep grade and the short sight distance. The driver in the left lane has let his impatience overcome his caution. The picture illustrates the need for more modern highways, a matter which the Highway Commission is investigating in a $30,000 study begun last summer.

A Message From the Chairman



ON JANUARY 1, 1950, our State Highway Commission began what promised to be a record-breaking year of roadbuilding.

Our income had been increased by funds from a $200,000,000 bond issue. We had a vote from the people to build a durable system of secondary roads. Post-war traffic soared beyond all predictions to make primary road improvements more demanding than ever.

Whether the goals set for 1950 could be met depended on many factors besides the availability of sufficient funds. We required good weather. We needed the cooperation of the contractors and other allied branches of roadbuilding. We needed efficient organization and a real working spirit among our 14,000 employees.

At the beginning of another New Year, I am glad to report excellent cooperation in all these fields. During most of 1950 the weather was splendid, and few days were lost during the peak summer building season. The contracting industry followed an honorable tradition and submitted bids which we considered reasonable and which helped us build a great mileage of roads and dozens of bridges economically and soundly. And most significantly, our engineers managed the expansion of our personnel and equipment with great efficiency, and all of you who make up our vast family of roadbuilders went to work with great spirit and determination.

Here is the result of that cooperation: During the last 12 months we have more than tripled our pace of roadbuilding over preceding years. This quickened construction has been largely in the secondary road field, but at the same time we have done more work on main-line highways than ever before in our history.

Figures now pouring into our Raleigh office show that the Commission paved more than 4,500 miles of secondary road during 1950 along with several hundred miles of improvement work on main-line highways. Combined with work already finished in 1949, this means that over one-half of the 12,000-mile paving goal set by Governor Scott at the beginning of his Administration has been realized.

During 1950 the amount of money spent on contract highway work has more than doubled over the preceding year. Whereas in 1949 the Highway Commission let contracts for road work totaling $24,487,675, the amount this year has jumped to approximately $57,500,000.

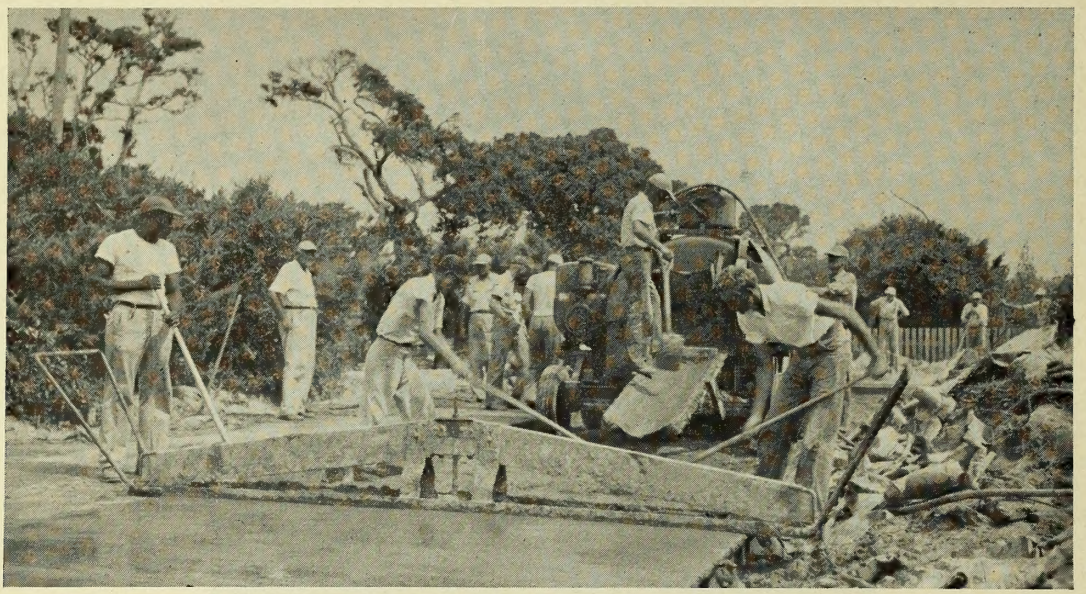
As the secondary road program reaches the half-way mark, we must begin to turn our thoughts to the future needs of the road system. Highest priority must be given to the rehabilitation of the primary highway system. The question of city streets also enters this picture. It has proved wise in the past to make special arrangements for financing large highway improvement programs. This was done during the 1920's on the county-seat-to-county-seat highway program. It was done again with the $200,000,000 secondary road program. Our regular highway income may be sufficient to take care of most of the pressing primary highway needs, but additional income will be needed if the Commission contributes more heavily to the upkeep of city streets.

I am proud of the record our Highway Commission has made during 1950. Working as a team we have more than met the challenge placed before us two years ago. As we usher in 1951, I wish for all of you a most joyous, peaceful and productive New Year.

Cordially,

Harry Jordan

Paved Roads Come To Ocracoke



A citizen of the Outer Banks tells the story of the first surfaced road on a famous North Carolina island

By MRS. THEODORE RONDTHALER

WHEN reports came out early last spring that the State Highway Commission planned to build two miles of paved roads on Oracoke Island, many mainlanders expressed fear that pavement would "spoil" the natural beauty and charm of this isolated fishing village.

But the islanders themselves had other considerations in mind. The roads they asked for would fill two main purposes:

(1) The men wanted to make the docks more available to trucks and jeeps since all food (except fish), fuel, lumber, brick and other materials come in by boat and have to be hauled from the docks to the six island stores;

(2) The women wanted their children to have a way to get to school and church "dry shod" and a hard-surfaced road on the wet sand would make this possible.

Since Ocracoke is not incorporated and there is no local governmental agency on the island, discussion of the road-building project was instituted at a community meeting. Two such meetings were held, one to make plans to welcome Governor Scott, Highway Commissioner Henry Jordan and other state officials; the other to talk about "how much road to ask for" and to get right-of-way signed up. Both were held at the local school building with practically every one of the island's 170 families represented. A committee of five was chosen to express the will of the community. This committee served throughout the whole period when called on by the engineer, superintendent and supervisors for advice about where mainland workers could live, how to meet labor shortages, etc.

When the roads were completed in early September, the committee entertained C. Y. Griffin, resident engineer; F. N. Poole, construction superintendent; and L. L. Bishop, foreman, at a supper and expressed appreciation for their work. Had the project begun in March, as originally planned, there would have been no shortage of labor since fishing is always dull in March, April and May but various unavoidable delays postponed the road work until June. When shrimping and fishing time came in July, many of the older men had to leave the road work. Much credit is due the older high school boys for their patience and persistence in staying on the job. Only about ten men were brought over from the mainland; the rest of the labor force was secured on the island.

Real difficulties were encountered in the building of the roads because of Ocracoke's isolation. All cement (17,600 bags) was shipped from Norfolk by the island's two freight boats. So great was the shortage of cement at the time that in Norfolk it was loaded on the freight boats uncooled from the kilns. During several of the trips the hot cement opened the seams of the boats, making the passage dangerous. The Highway Commission transported all its heavy equipment by boat from Washington, N. C., across the Pamlico Sound, using an all-steel pontoon-type barge loaned by Capt. H. G. Bozarth, U. S. Marine Corps maintenance officer at Camp Lejeune. The Coast Guard rendered some assistance on the initial trip because of foul weather. The equipment was so heavy that the barge was forced to travel at a speed of two miles per hour. Temporary living quarters for the roadbuilding crew were set up at the old Navy base on the island.

The total cost of the road, according to the Highway Commission, was in the neighborhood of $50,000. Because of the high cost of shipping in aggregates, the Commission's Laboratory in Raleigh designed a concrete mix using beach sand and shell with a cement factor of 8.4 bags per cubic yard of

concrete. This local aggregate was found in "pockets" along the shores of Ocracoke between the village and the ocean and produced a pavement of satisfactory strength.

In deciding to build a ten-foot road, the Highway Commission helped to retain Ocracoke's natural atomsphere. With by-passes at intervals, this narrow pavement fulfills the commercial needs but does not tend to increase the speed of the easy going village on the Banks. Obviously there is not and cannot be any through traffic. The number of automobiles on the island has not greatly increased and no new places of business have been built along the road. Three new cars (that is, cars not previously brought over from the mainland, where many islanders keep cars in storage at Atlantic) were added to the 40 already used on the island. One new motorcycle delivery truck was brought in by a local garage mechanic. Two new station wagon jeeps replaced worn-out vehicles and about three new trucks replaced old models.

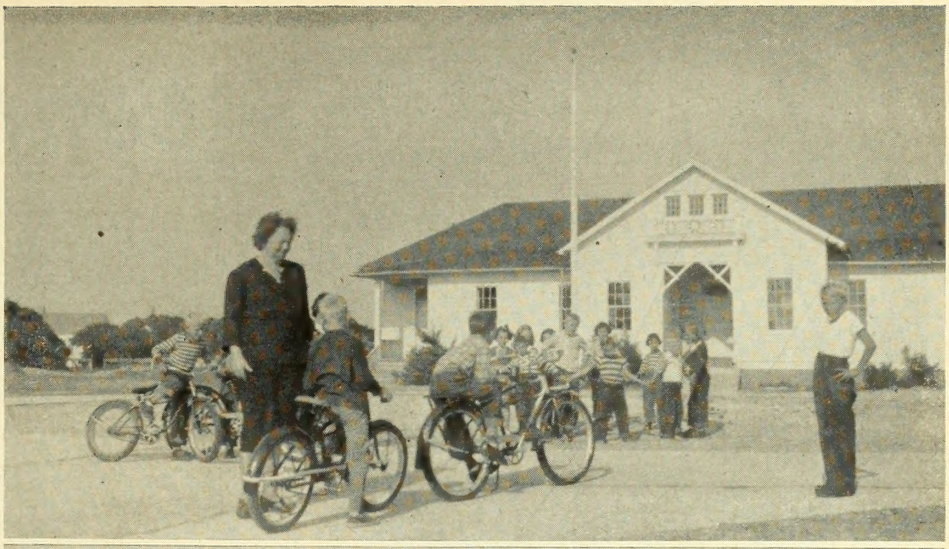
More Bicycles

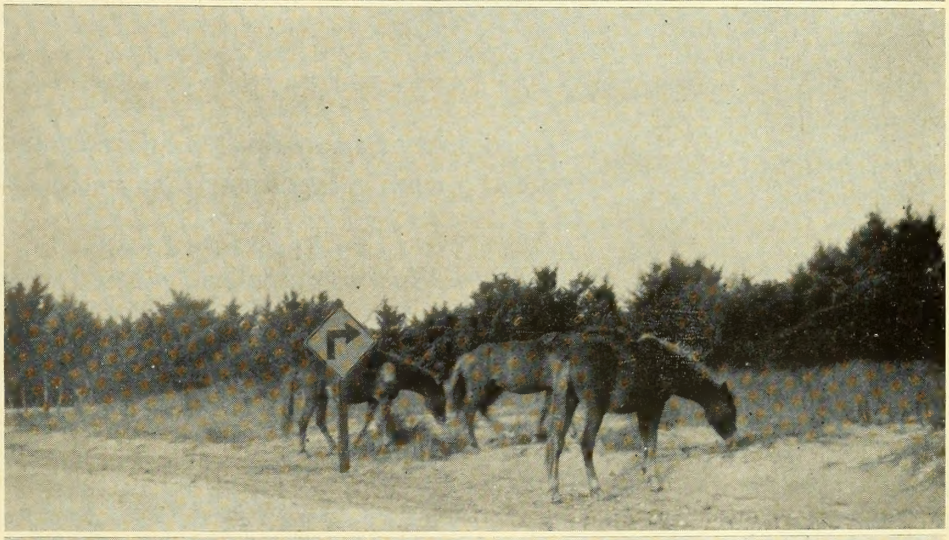
Greatest change in vehicles has been the immediate increase in the number of bicycles. Previously bicycles, like automobiles, had been a luxury although they were hard to ride in the deep sand and easy to rust. But the first day of school in September found about as many bicycles as children at the school, and those who didn't have a bicycle were confident that Santa Claus would bring them one in December. No rules for riding were in evidence. That the pedestrian had any "right-of-way" never entered the minds of the youngest cyclists—a toot of the horn, the shriek of a siren, or just a big yell from the rider was enough to make the adult population get off the highway immediately. Recently, a bicycle safety program has been started at the school.

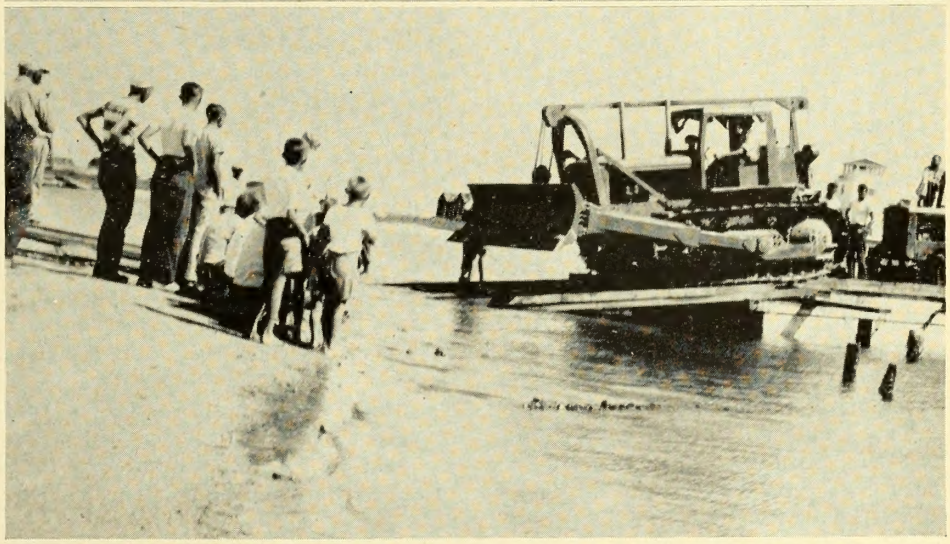
Arriving at Ocracoke almost simultaneous with the new road was a new school teacher. Miss Nora Edmondson, well known in connection with the "Road of the 99 Fords" in western North Carolina. Miss Edmondson's school at Elk Creek in Watauga County was consolidated beginning last fall and she accepted an invitation to move down to another isolated region, Ocracoke. Good roads seem to follow "Miss Nora." She arrived just in time to help the "kiddies" learn good bicycle manners on Ocracoke's new pavement.

To the tourists the necessary road signs, "STOP," "CURVE," "SCHOOL," etc., many seem irrelevant; but they have their value. Accustomed to the

(Continued on page 16)



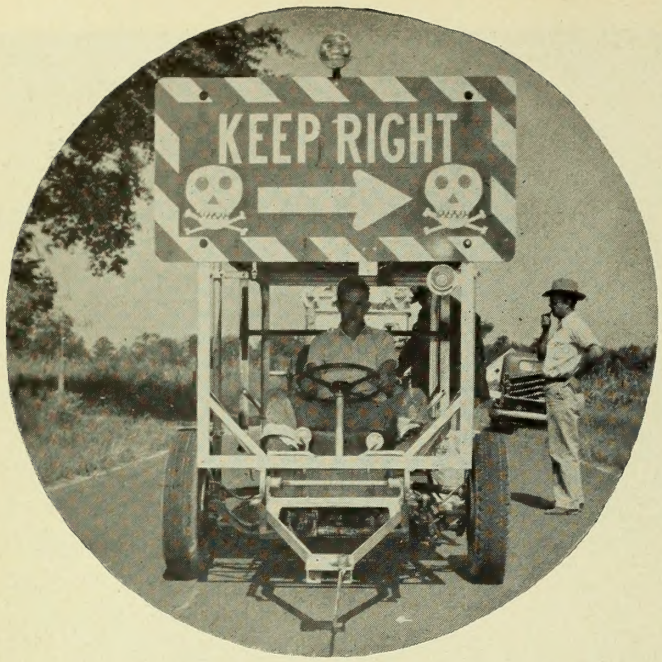




1. Miss Nora Edmondson, plucky schoolteacher of the "Road of the 99 Fords," now keeps her eye on the bicycle-riding kids of Ocracoke Island. The neat white school in the background is a distinct improvement over the one-room shack she supervised in Elk Creek Valley.

2. The famous wild ponies of the Outer Banks graze peacefully beside the new sign on Ocracoke's paved road. "I tried to snap them by a STOP sign," wrote Mrs. Rondthaler, "but they wouldn't cooperate."

3. When the roadbuilding equipment arrived at Ocracoke by Marine Corps barge last spring, a group of elated islanders gathered to watch it unload. Funds from the $200,000,000 bond issue built Ocracoke's new roads.



Center-Lining Saves Lives!

One of the Highway Commission's most valuable services deserves more cooperation from motorists

By ROBERT A. BURCH
Traffic Engineer, State Highway Commission

THE STATE Highway Commission spends a half a million dollars every year on center-lining. Because it prevents accidents, saves lives and makes thousands of motorists more secure on the highway, center-lining is worth every penny of that—and more.

No other highway service produces so much favorable comment from the average highway user. If you ever hugged that precious white line in a blinding rainstorm, you know what it means to your safe travel.

The Highway Research Board has expressed in clear concise language the real practical value of center-lining. A good center-line, it says, adds an effective width of one and one-half to two feet to highways. No wonder our Highway Commission painted 11,000 miles of center-lines and used over 90,000 gallons of paint on its highways during 1950.

The problems of good center-lining in North Carolina are varied and great, but considerable progress has been made since the end of World War II. The major problems are these:

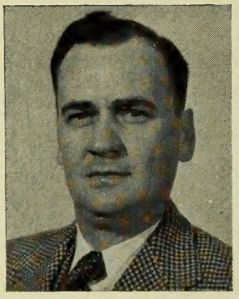
How can the Highway Commission develop the most effective paints and techniques for good center-lining?

How can it educate the public to cooperate with the Commission in center-line painting?

The Commission has tried many different methods of center-lining since the practice first began in 1925. The big goal has been to find a technique for painting a permanent, or nearly permanent, line. This has never been found. On new concrete roads we have built in a permanent center-line by placing a differently colored strip of concrete along the middle. Another method has been to build in a four or six-inch raised section to form the center-line. Neither of these methods proved satisfactory or practical. Still another plan, used for many years by Texas, was to place white marble chips on asphalt squeegee paint. Other methods included the use of metal and plastic inserts, inlaid bricks or blocks, glass or composition reflectors, raised studs and buttons or strips of metal.

Most of these ideas failed because the color contrast was not sufficient to show up well at night. Because of the larger number of accidents that occur at night it was necessary to choose the material which would serve best in the dark. White paint filled the need best.

In recent years we have seen much research in the field of reflectorized materials. The paint materials field is highly competitive, and this is particularly true for reflectorized paints. There are two widely-used methods for producing a bright visible line for night driving. One is by dispensing glass spheres on top of the wet painted line. The other is by applying a paint which has premised in it minute glass spheres. The relative merits of the two methods have not been conclusively determined; however, we favor the premised method because this eliminates the need for having additional gadgets on the paint machines. The public has responded very favorably to the use of reflectorized material.



BURCH

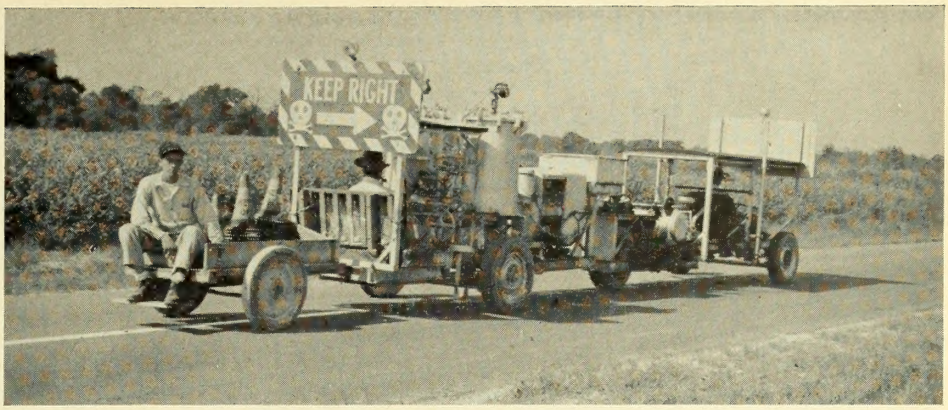
For many years there prevailed in North Carolina a belief that it was economical to apply as few gallons of paint as possible to produce a visible line. This idea has been proven wrong. As recently as four years ago we were applying eight to 10 gallons of paint per mile. Under this policy lines were being painted twice a year and results even then were not very good. In the last year or two the policy has been adopted to apply center-line at a rate of about 15 gallons per mile. Good applications at this rate provide a serv-

iceable line for a year or more and, where better materials have been used, sometimes for more than two years.

Many Machines Invented

Many ideas have been built into gadgets called paint stripers. Some have been of the Rube Goldberg variety and proved impractical. But it was necessary to try many new ideas in order to pick the best. The perfect machine is still to be built, but great strides have been made by our forces and by commercial manufacturers. In North Carolina, each of our ten divisions has a different kind of paint machine with the one exception that several divisions have a Kelly-Creswell machine used in addition to their homemade striper.

When center-lining first began, the hand brush was used. Later this developed into a push brush gadget which slid along on the road surface and smeared paint fed into the brush by gravity. From this came the brush on wheels in many forms but still using gravity-fed paints. In the early thirties, our field forces began building truck-mounted paint machines which used pressure (air and fluid) to apply the material. After the war it became fairly evident that the only satisfactory way to apply paint to the roadway at a high rate of speed was to use a specially-designed spray gun with high capacity and to use air pressure to force the paint from tank to gun as well as air pressure to the gun to atomize the material.

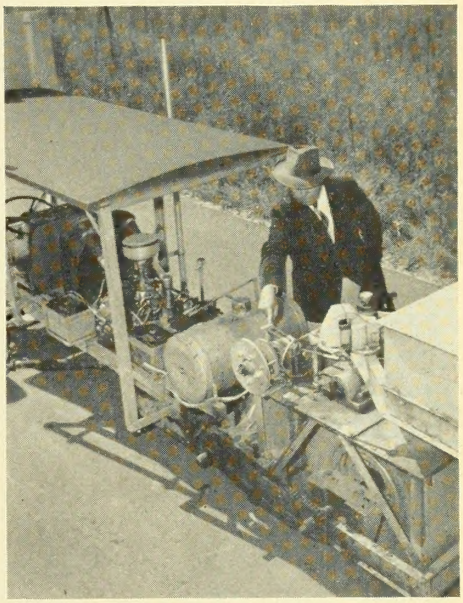


Opinion varies as to the size and type of machine desired. Some prefer a small and extremely mobile machine. Others prefer a machine capable of spraying at a very high rate of speed (10 to 15 miles per hour). Ohio has several machines of the latter type costing over $20,000 and carrying about 800 gallons of paint on a five-ton truck.

In the past year our Second Division has developed an efficient type of machine capable of painting more miles per gallon than before. It was built by R. T. Harrison who describes it as part "Chevrolet," part "Buick" but mostly "Harrison." Harrison's machine carries 60 gallons of paint, features a special swivel chassis and an electric paint-and-skip mechanism. We feel that this machine is a big step forward in its field.

The second major concern of center-lining is the education of the motoring public. Many motorists are careless—and some are actually offensive—when they see center-lining crews at work in the middle of the highway. One of our crews recalls a motorist who insisted that he had the right-of-way and refused to turn out for a machine. He caused a traffic jam and considerable confusion before he was persuaded to move on. When he moved, he deliberately drove his wheels over the newly-painted line for several miles. All our center-line operations are well guarded by signs, but the job is still one of the most hazardous encountered in highway work.

The traveling public also needs to understand the importance of keeping off newly-painted lines until they are dry. We have abandoned a long-used practice of placing wooden blocks or old oil cans along newly-painted lines because of the potential hazard to passing motorists. The only protectors now used are made of rubber or plastic, but these do not entirely solve the problem. Because we are using material with high viscosity, the drying time has been increased from 10 to 30 minutes.



R. T. Harrison of the Second Division has developed a highly efficient center-lining machine which the Commission's traffic engineer calls a "big step forward in it's field." The top photographs shows the machine in action. Below, Mr. Harrison points to the "paint-and-skip" mechanism, one of the many unusual and effective features he has incorporated into his machine.

In an effort to increase the safety factor in center-lining, the dashed or broken line is used on straight sections of road. This means sight distance is satisfactory for passing. When the sight distance is less than 600 feet, a solid continuous line is used. (Last October the Highway Commission adopted a policy of using two solid lines in such cases—one white and one yellow—and this feature will be used on all major highways in the future.) This solid line indicates to the motorist that passing is not safe. Many motorists are not yet familiar with these features.

(Continued on page 16)

WHITE LINE'S DOUBLE PURPOSE

To The Editor:

It had not occurred to me until Monday night of last week that the white line that streaks the middle of our highways served two purposes—marking the middle of the road and serving as a sort of pilot in the dark. A friend was driving me along a road on Monday night where there was no white line. The black surface had evidently not dried sufficiently to replace the white line. My friend is a fine driver but where the whole road is one solid black surface the difficulty in comfortable and safe driving is multiplied by two at least.

Let me say two things, then, to our highway builders: (1) Thank you for the white line (2) When necessary to cover it with black substance temporarily, please get it back in its place as early as possible.

W. R. Cullom
Wake Forest

(From The Greensboro Daily News)

Henry Gray Shelton Operates A Fine 800 Acre Farm at Speed







These photographs show Commissioner Shelton at the entrance of his farm, with his wife in their comfortable old home and inspecting his "Ground Peas."

"COME right on in and have your shoes off. Make yourself at home."

That was Henry Gray Shelton's greetings to a NORTH CAROLINA ROADWAYS reporter when she dropped by his friendly old farmhouse in Edgecombe County recently.

The First Division Highway Commissioner has a direct, friendly personality that disarms stuffed shirts and delights partisans of good humor. His colorful comments, intoned in a dry unassuming voice, eliminate tension at the Highway Commission's monthly meetings in Raleigh. Besides generating laughter, they cut directly to the heart of any matter under discussion. They also reflect a broad-minded intelligence that never takes itself too seriously.

Mr. Shelton's sharp analytical mind (hidden by a dry wit and an easygoing temperament) had a field day one day last year when a granite quarry representative tried to sell the Commission on impressive-looking granite highway markers for greeting visitors at the state line. The salesman reached the climax of his sales talk by exhibiting sketches and scale models of the proposed markers. He passed the models around the Commission table and requested comments.

Commissioner Shelton cast his sharp eye on the model and intoned five words: "Looks sorta tomb-stony to me."

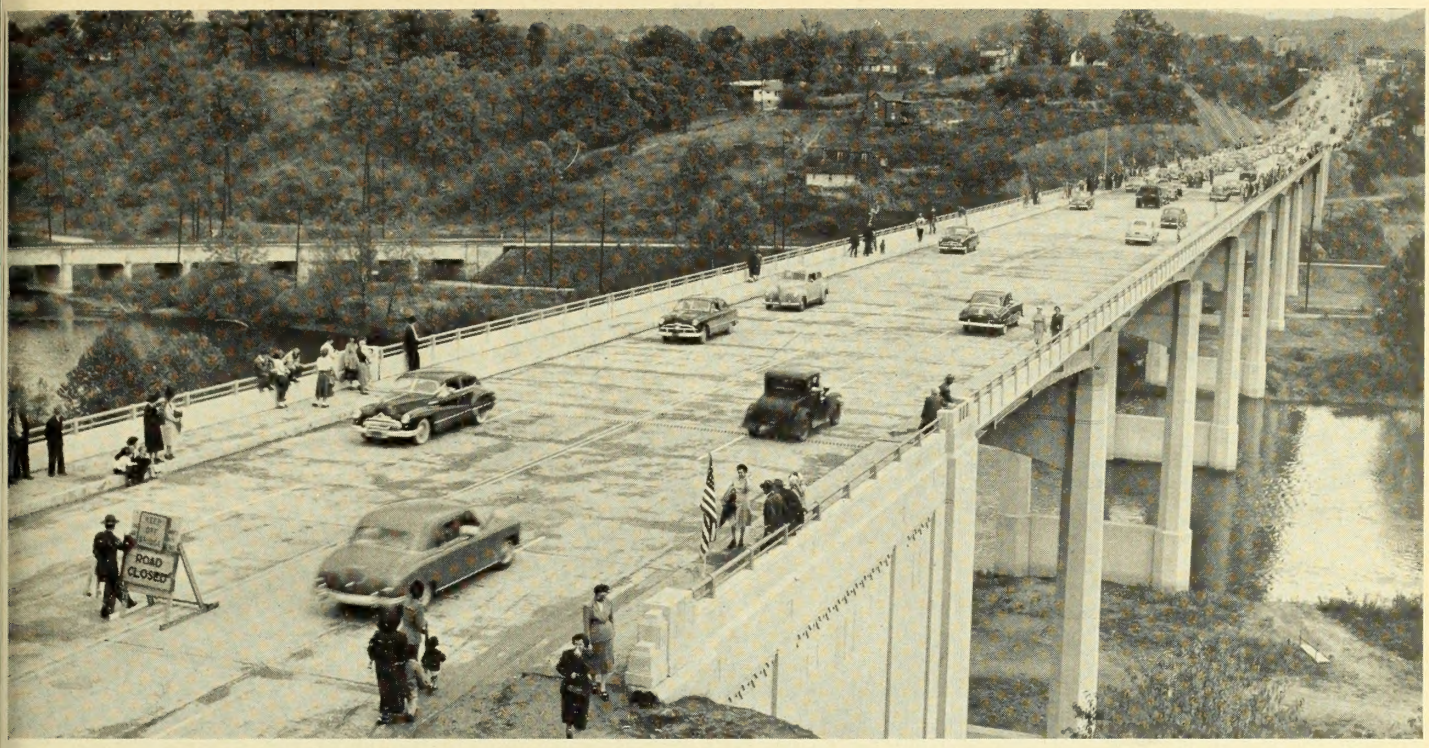
That summed up the matter for the Commission and killed the sale.

Henry Shelton took over the First Highway Division commissionership in May, 1949. He is a farmer. His main occupation is supervising an 800-acre farm at a little community called Speed, near Tarboro in Edgecombe County. There he raises tobacco, cotton, peanuts, corn, soybeans, lespedeza and 115 head of polled Hereford cattle. Commissioner Shelton was born and reared on the farm he now owns. He is the son of one of North Carolina's original "master farmers," B. F. Shelton. Both his father's and his mother's people were farmers.

Since 1949 Mr. Shelton's Highway Commission activities have consumed a considerable portion of his time. Some days he travels as far as 250 miles inspecting roads in the First Division or conferring with citizens who want help from the Highway Commission. Since he took over as Highway Commissioner, he estimates he has traveled over 25,000 miles on highway business. The day our ROADWAYS reporter visited him at Speed, he was pouring over countless letters about road problems.

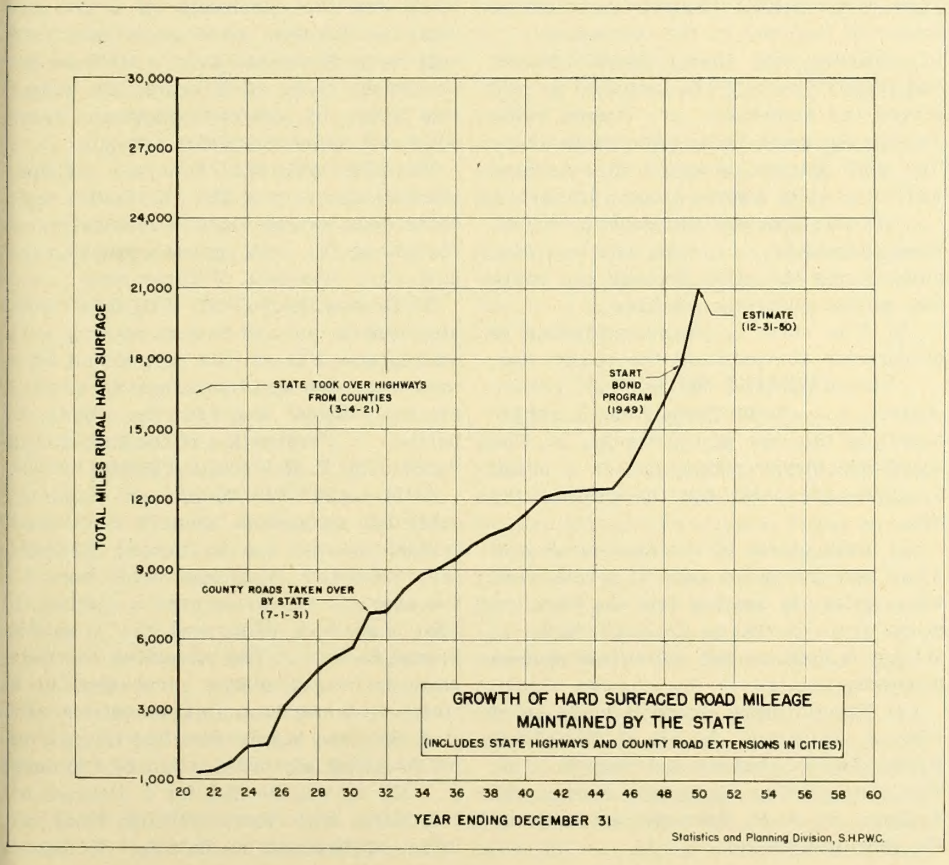
Besides farming and highway work, Mr. Shelton is a leader in many civic groups. He was president of the 1950 Farm and Home Week held at State College last summer. He is vice-president of the North Carolina Mutual Marketing Association, a member of the Edgecombe County Agricultural Council, the Tarboro Kiwanis Club, the Speed School Board and a vestryman in the Speed Episcopal Church. He received the 1945 Farm Bureau Award for outstanding service in the field of agriculture.

(Continued on page 16)



West Asheville Bridge Opens

First traffic moved across the Highway Commission's million-dollar Smoky Park Highway Bridge at Asheville October 23, marking the culmination of a decade's campaign. Governor Scott, Highway Chairman Henry Jordan and other officials connected with the bridge's construction were present for the dedication ceremonies. The bridge clears up a bad traffic bottleneck between Asheville and West Asheville. The new bridge has been called the most beautiful structure on the North Carolina highway system. (Photo courtesy Malcolm Gamble, ASHEVILLE CITIZEN)



Thirty Years of Progress

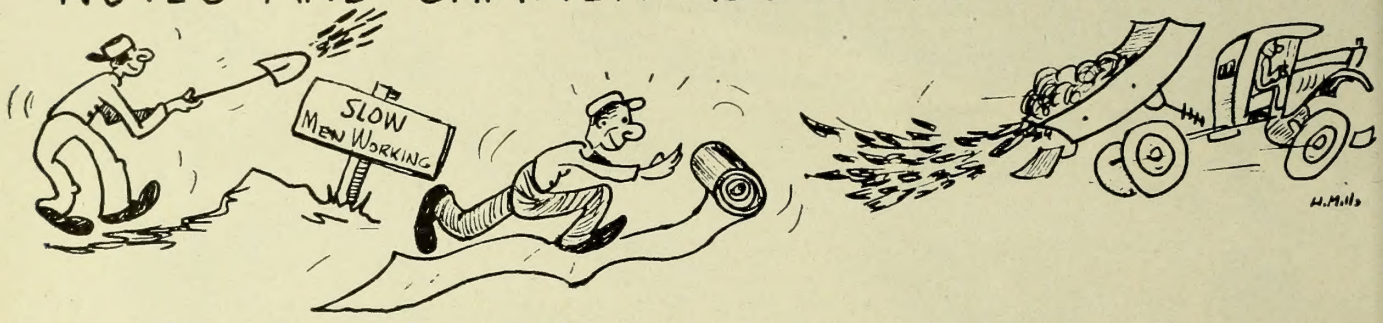
The small ascending black line on the chart next door capsules the progress of highway paving in North Carolina over the past 30 years.

It starts in 1920, moving slowly from scratch under the firm inspired guidance of Frank Page. It spurts from a sudden plateau in 1926, leaping upward as the "Good Roads" program of the 1920's finds its stride. A new plateau appears in 1931 when the Highway Commission finds itself saddled with new thousands of miles of county roads. Then there is a gradual climb as the nation moves out of the Depression of the Thirties and into the War of the Forties. The flat plateau of the war years darts upward in 1945 with the return of peace. And finally with the start of the $200,000,000 bond program in 1949, it stands almost vertical, indicating that roadbuilding is progressing at its fastest rate in history.

From zero paved miles in 1920 to 21,000 miles in January, 1950. The State Highway Commission can take pride in that achievement.

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



HEADQUARTERS

"CAPTAIN JACK" YOUNT, well-known by old-time Highway Commission employees, recently brought us a copy of what must have been the first Highway Commisson publication. . . . It was a magazine-type publication called *North Carolina Highway Bulletin* and the section we saw contained an article on an engineering meeting held in Durham, written by *John D. Waldrop*, then Second Division Engineer. . . . In the accompanying photograph he identified such old-timers as *R. O. Travis* (now at Southport) and *R. B. Johnson* (now at Creswell). . . . Incidentally, Mr. and Mrs. Yount celebrated their 50th wedding anniversary on December 24.

THE STATE HIGHWAY ENGINEER'S OFFICE seems to be rich in grandmothers recently. . . . *Avis Knight* led the parade by announcing that her grandson, *Gordon Stearns Knight*, was born on October 2. . . . *Virginia Hassinger* followed with a similar announcement on November 13 when young *Stanley, III*, was born. . . . As for *Engineer W. H. Rogers, Jr.*, himself, he obtained a new daughter when his son, Bill, was married in December.

ANOTHER newly wed is *Stanley Barger*, electrician with the Bridge Maintenance Department. . . . He was married in October to the former *Jean Clayton Cox*. . . . Another eligible bachelor who is no longer eligible is *Luther Dillard*, bridge design engineer, who was married recently to the former *Nancy Hinton Steele*.

THE LAST ISSUE of our magazine carried an item about *Cecil Stearns* who built a log cabin. . . . We understand now that he has taken up a new interest—he recently entered into the activities of the Raleigh Model Airplane Club.

SYMPATHY is extended to the family of *H. K. Witherspoon*. . . . Mrs. Witherspoon's mother died in Spring Hope recently.

JAMES S. BURCH of the Division of Statistics and Planning reports good progress in the health of his daughter who was afflicted with polio last summer.

THE WELCOME MAT is out for *Mary Catherine Cates* who is now secretary for *Prison Director John M. Gold*. . . . Mary Catherine hails from Greensboro.

DIVISION ONE

ELSEWHERE in this issue we carry a story written by *Traffic Engineer Robert Burch* telling about the value of center-lining in highway operations. . . . On the opposite page we show some on-the-spot pictures of center-lining employees in the First Division who illustrate some of the processes involved in the operation.

(1) Picture One shows *Lloyd Shubert* and *Robert Vinson* (who managed to hide behind the umbrella). . . . Vinson, while driving the truck follows the preliminary line and Shubert operates the machine which has to be steered around all curves. . . . He also operates the skip-line device when necessary. . . . An engine-driven pump forces the paint through the spray gun on the center-line machine.

(2) The crew is shown prelining in preparation for painting the center line. . . . Vinson operates the truck by remote control. . . . Paint flows from a supply barrel on the rear of the truck. . . . The adjustable bicycle wheel acts as a brush to apply the paint for the preliminary line.

(3) Both pieces of the equipment stop while new five-gallon cans of prison-made white paint are dumped into the 50-gallon mixer drum carried on the rear truck. . . . Mixing is done as the center-line process proceeds.

(4) The full crew shown is made up of *Obie F. Williford, Julian E. Pritchard, Eston Cooke, Shubert* and *Vinson*. . . . The center-lining equipment shown was designed by *J. R. Faucette* and built by the shop in Tarboro.

THE FIRST DIVISION has a new employee in the person of *Captain Toby Tillett*, for 20 years the ferryman of Oregon Inlet. . . . When the Highway Commission purchased his ferries, house and dredge for $42,500, it hired Capt. Tillett also to continue operating his own ferries. . . . As *Commissioner H. G. Shelton* explained, the ferries are so unusual you "steer them by the seat of your pants and the color of the water". . . . The ferry will now be operated free of charge.

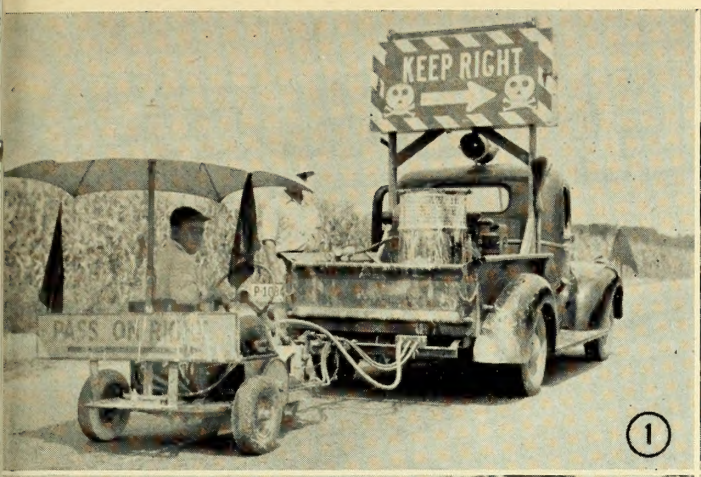
DIVISION TWO

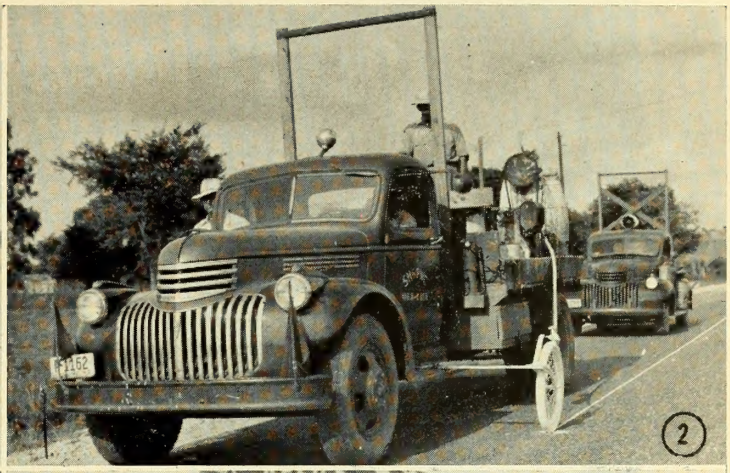
THE LENOIR COUNTY unit of the State Highway Employees' Association celebrated the conclusion of a 100 per cent membership drive at a fish stew supper on November 6. . . . Held at the equipment shops in Kinston, the supper was given by *District Engineer Heber Gray* and *Supervisor John Adams*.

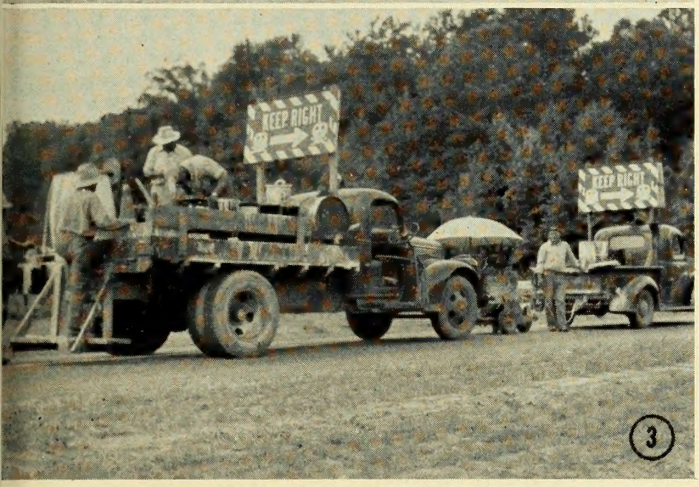
IN ANOTHER PART of the division, some 70 members of the Pitt County unit enjoyed an oyster roast in Greenville on November 17. . . . A special guest was the new state president, *Withers Davis*.

THE WASHINGTON COUNTY unit also reports an association meeting held on September 8. . . . Not just second servings of the fish and trimmings were called for but "thirds" and "fourths," it is reported. . . . Preparation of the supper was handled by *T. R. Peed* and *Leroy Linton*.

THE LAST ISSUE of our magazine carried a news item about a flash flood several months ago in Second Division counties which threatened road work in the area. . . . Now we have a picture to show just how disastrous the situation proved to be. . . . The picture on the next page isn't a misplaced curve sign in a river—it shows how high the water covered the road bed in Beaufort County on NC 99 about six miles north of Pantego. . . . NC 99 was flooded for a distance of two miles with water varying from six inches to two and one-half feet in depth.









CENTER-LINERS IN THE FIRST

CITIZENS of the Gregory Fork and Haw Branch committees honored highway employees at a barbecue on October 19. . . . The dinner was given in appreciation of a nine-mile bond project completed in the vicinity. . . . *Commissioner W. Guy Hargett, Assistant Division Engineer Jasper Phillips, District Maintenance Engineer, Ralph Pollock* and *Resident Engineer Henry Easley* were among those present.

PEGGY JOYCE CARAWAN became the bride of *Rufus Levern Walker* on September 9. . . . Peggy, who herself is a State Highway Commission employee, is also the daughter of *Reuben M. Carawan*, gang foreman in the First District.

TWO PROUD MOTHERS: *Mrs. Roy Carl Abee, Jr.*, formerly with the division mechanic's office in Greenville, in the picture on page 12 shows off her bundle of joy which arrived Friday, October 13. . . . Luckily, the parents are not superstitious. . . *Mrs. John L. Askew* of Greenville smiles at her young daughter, *Ada Elizabeth*. . . . Mrs. Askew worked with the Highway Commission for eight years. . . . *Anne Askew*, who works in the division shop office, is Ada Elizabeth's aunt.

RESIDENT ENGINEER J. B. CUTCHIN recently heard from his daughter and her husband, Colonel Winton, stationed in Germany.

M. B. KOONCE took a long overdue vacation recently. . . . He is an inspector at New Bern.

L. L. ELLIS, instrumentman, has been transferred from the Greenville office to Mr. Cutchin's party at New Bern.

M. D. BRINSON of Grantsboro recently wrote the Commission expressing appreciation for the completion of the Reelsboro to Arapahoe Road, known locally as the Neuse River Road.

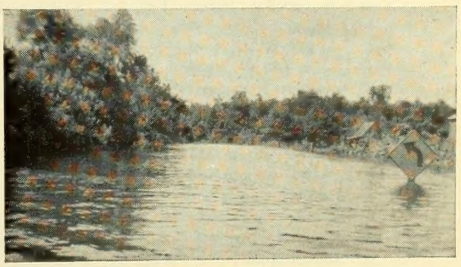
DIVISION THREE

THE DUPLIN COUNTY employees' association got a big pat on the back recently. . . . Commenting on the group's early November meeting—a barbecued chicken dinner—*The Duplin Times* wrote: "It was a wholesome atmosphere and smacked of good government workers who put their job and service to the people uppermost in their minds". . . . At the meeting the group discussed the constitutional amendment to safeguard state employees' retirement funds, which was later passed at the November 7 election.

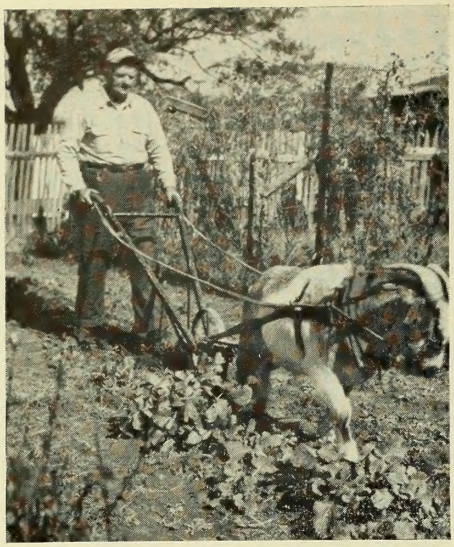
THE STATE PORT PILOT, likewise, had some nice comments to make about Brunswick County road work in a recent editorial. . . . Along with other remarks, the newspaper said, "We are pleased that in Brunswick County the road work has been done on a strictly business basis and has not been used as a political pork barrel. . . . The State Highway forces . . . are doing a wonderful job of spreading the benefits of better travel facilities."

THE BLADEN COUNTY Board of Commissioners expressed appreciation at its December meeting to the Highway Commission for work well done. . . . The resolution adopted read in part as follows: ". . . . the Highway program of Governor Scott's administration has been of inestimable benefit to the people of Bladen County, and especially has it advanced and promoted the welfare and social life of the farmers of this County. . . ."

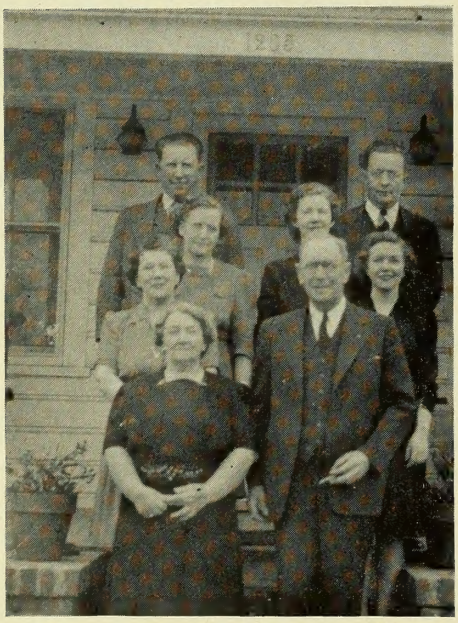
(Continued on page 12)



NOT A RIVER



R. N. PLEDGER, section foreman of Conway in Northampton County, has a pet goat who helps him plow his vegetable garden and pulls the family lawn mower. Such unconventional activity on the part of an ordinarily useless animal makes him a valuable member of the family, Mr. Pledger reports, except when he munches on Mrs. Pledger's prize dahlias. Mr. Pledger has been a loyal employee of the State Highway Commission for 24 years. The goat is five years old.

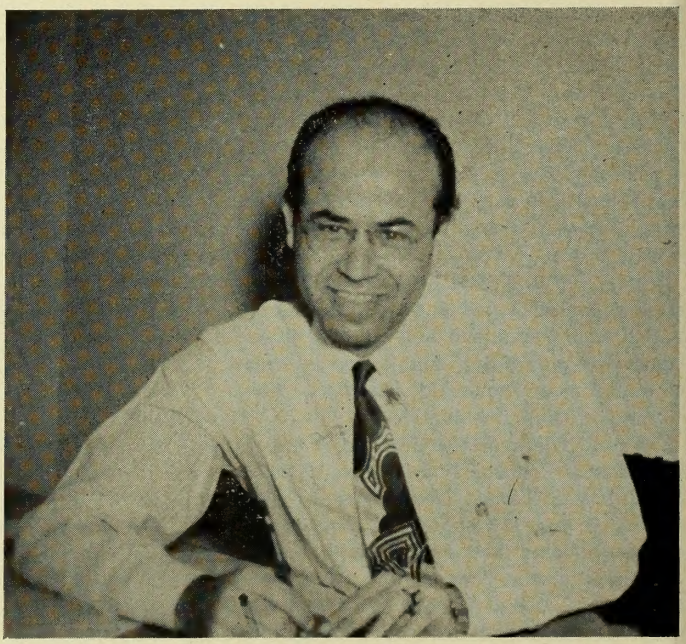


"CAPTAIN JACK" YOUNT, shown on the front row in the above photograph, is the first employee ever hired by the North Carolina Highway Commission following its establishment in 1915. W. S. Fallis, State Highway Engineer, did the hiring, and Mr. Yount continued in his position as superintendent of bridge construction for the next 38 years, finally retiring in 1948. In this picture he is shown with his wife, four daughters and two sons, one of whom, by the way, (M. P. Yount on the left) works for the Fourth Highway Division in Wilson. "Captain Jack" helped build the present highway headquarters building in Raleigh and, among other things, the first State Highway Commission bridge (in Edgecombe County) and an all-concrete prison building, also in Edgecombe.

HIGHWA

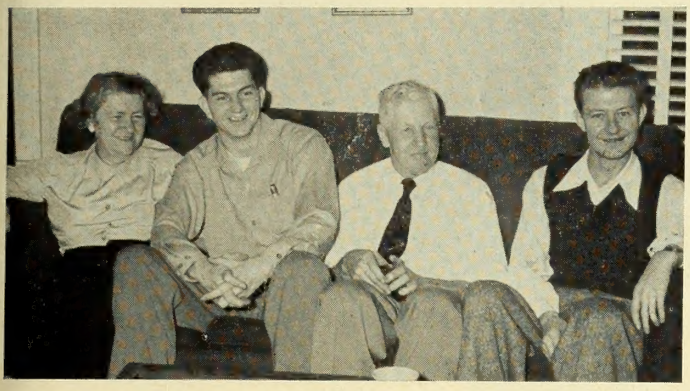


MR. AND MRS. JOSEPH NAFTEL have the unique hobby of constructing miniature model bridges in their spare time. Mr. Naftel is an instrumentman in the resident engineer's office in Winston-Salem and their current project is making a replica of a bridge built by the Commission on NC 8 near Germantown. He works on the blueprinting and designing of the bridges and she, as a former art major in college, builds the balsa wood bridges with the help of a pen knife, razor and eyebrow tweezers. Their pride and joy is their first bridge—a 30-inch plate-girder deck railroad bridge of original design—which is now on permanent display in the engineering building of the University of Alabama, where Mr. Naftel received his engineering education.



SUBHI SALEEM SHAAT, research assistant in the Division of Statistics and Planning in Raleigh, is an Arabian who came to America to follow an engineering profession. Born in Gaza, Palestine, Shaat did undergraduate work in Turkey and came to the United States (specifically to North Carolina State College) in 1947 to study diesel engineering. He has been connected with the State Highway Commission since last May. Shaat is the only member of his family in the United States.

PEOPLE



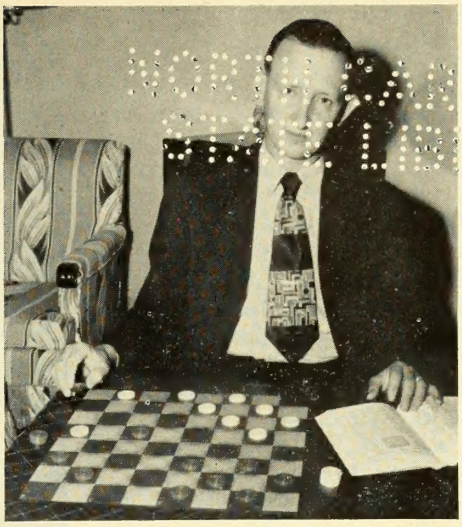
CURTIS LONG. Seventh Division section foreman (second from the right), is the father of Johnny Long, the nationally-known band leader. Johnny (above right) organized his band while he was a student at Duke University. He is one of the few left-handed violin players in the world.

Also shown in the above picture are Mrs. Long and another son, Harry, who has been connected with the Highway Commission since 1949 and works with the Equipment Department in Charlotte. For a while he was road manager for his brother's orchestra.

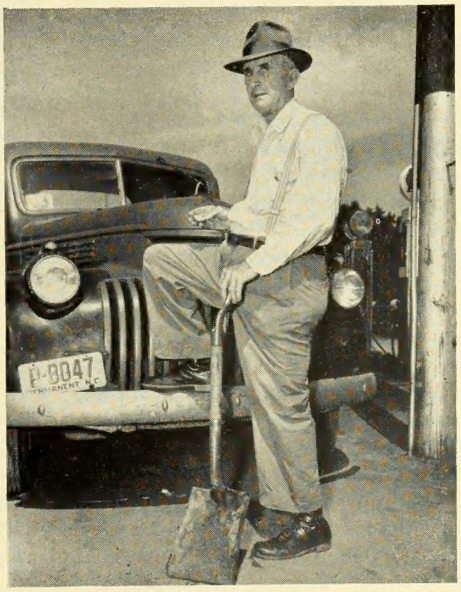
Curtis has been a section foreman with the Commission since 1921 when North Carolina's first big roadbuilding program began.



H. M. "HAP" BIVENS, bridge superintendent for the Seventh and Eighth divisions, is one of the few persons in North Carolina who raises quail. In the above photograph he holds one of the 250 "bobwhites" descended from six pairs he obtained a year ago. Hatching them in electric incubators, he later moves the quail to the outdoor cages (which he built himself) shown in the background. He plans to release his quail to raise coveys of their own in February after the hunting season peak is past.



PHIL B. BROWN, Ninth Division employee from Cleveland County, recently captured the sixth American Checker Federation mail tourney in the United States. During the contest which lasted two years, he bested 54 opponents. Brown does most of his playing by postal card. He now has approximately 60 games under way with a dozen opponents in nine states. He learned the game from his checker-playing father and became expert by reading books and practicing. During 1949 Brown placed fourth in the state contest, fourth in the southern states tourney and finished in a tie for first money in the ACF district tournament.



G. A. CRUTCHFIELD, Eighth Division employee in Winston-Salem, has the unique job of serving as "undertaker, pallbearer and grave digger" for animals killed on the highways. Mr. Crutchfield says that recently his work load has become heavier and heavier. This probably is due to the heavier traffic on North Carolina's highways. He quotes the following figures to bear out his statement: During a four-month period he buried 254 dogs, 102 cats, one hog, one fox and a number of chickens, all of which had been killed by highway vehicles.

Mr. Crutchfield has been employed by the Highway Commission since 1947.

Tar Wheels

(Continued from page 9)

MRS. MARGUERITE W. BROWN, former division office secretary, is now *Mrs. S. Bunn Frink*, wife of the senator from Southport. . . . The couple was married on November 9 in the Pinehurst Presbyterian Church. . . . Two other Third Division employees who recently married are *Milton Wagstaff* and *A. C. Cox.*

THREE THIRD DIVISION resident engineers were recent patients in the Veteran's Hospital at Fayetteville. . . . They are *James D. LeGwin, W. M. "Bill" Ingram*, and *R. L. Wicker*. . . . A fourth resident engineer, *J. C. Parkin*, also has been ill as a result of a heart attack. . . . Latest reports indicate that the four men are improved.

RECOVERY WISHES are also extended to *Mrs. Leslie Grady, J. T. Kelly, Freeman Hewett* who underwent an appendix operation, the daughter of *F. W. Edwards* who is a patient at the Greensboro Polio Hospital and *R. C. Phelps*, recently returned to work after a two-months illness.

R. W. CHEERS AND K. W. WHITE of the Maintenance Department are proud fathers of a girl and a boy, respectively.

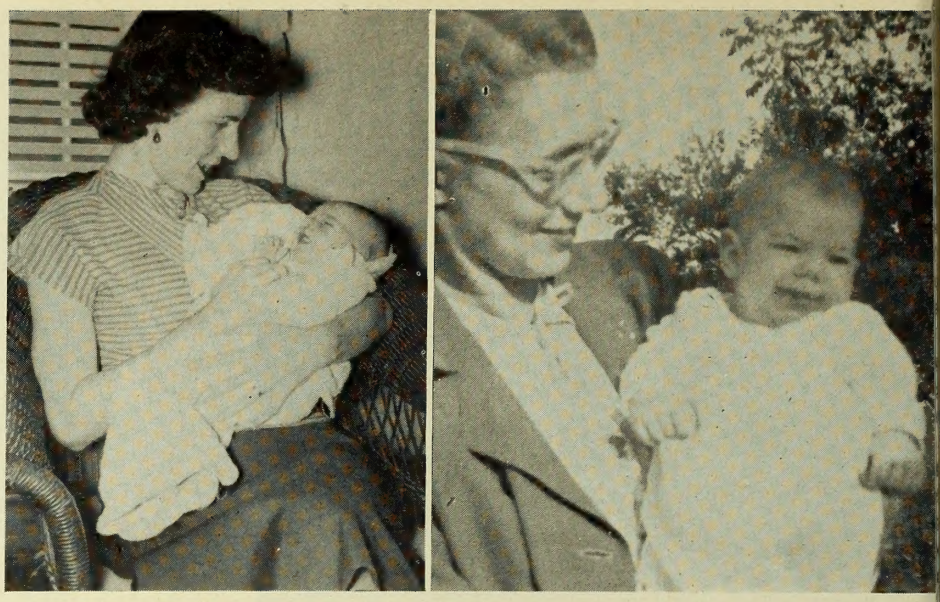
SAFETY DIRECTOR H. D. JONES and *District Engineer E. L. Green* were speakers at the Bladen County safety meeting held at the prison camp recently.

DIVISION FOUR

DIVISION FOUR has a new division mechanic in the person of *George A. Brinkley*, former Fayetteville fire chief. . . . In an editorial entitled, "Fayetteville's Loss, An Outstanding Citizen," *The Fayetteville Observer* had many complimentary statements to make about "Chief Brinkley". . . . The editorialist cited that the Fayetteville Fire Department under the supervision of Brinkley had gained national recognition for its fire prevention campaigns. . . . "Chief Brinkley has exercised an influence for good that will be reflected in many phases of community activity for years to come. His leaving represents a serious loss to Cumberland County," the editorial continued. . . . Fourth Division employees already feel that Fayetteville's loss is the State Highway Commission's gain.

QUITE A FEW Fourth Division employees have left to enter the Armed Services. . . . Among these are *W. J. Ezzell, Jr., James A. Hodge, Relmon J. Griffin, S. K. Bass, James J. Wester, Walter J. Page* and *Clarence Kistler*. . . . It is hoped that these men will be able to return to their highway duties soon.

E. A. CRUMP, *Hoyt Nichols, Hersel Smith* and *G. W. Mitchell* attended the employees' association convention in Greensboro. . . . Also on the go recently attending football games were *T. J. McKim, S. O. Southall, Graham Wilkerson* and *Catherine Jones*. . . . We might add that *Howard Felton* and *Don Woodard*, owners of new Frazer cars, have been seen streaking around also.



SECOND DIVISION MOTHERS

HEARTY WELCOMES are extended to *George Sakas* and *Monk Webb*, both of whom formerly worked for the Commission and to *J. H. Burnett, M. T. Ray, Jr.*, and *Alton Dickerson.*

SEVERAL EMPLOYEES are no longer connected with the Commission. . . . *J. W. Burnette*, section foreman, retired on disability November 1, having worked with the Highway Commission since 1924. . . . *Mrs. Dan Griffin* of the division office resigned to become a full-time housewife. . . . *Wayman Sasser*, instrumentman, resigned to accept a position with DuPont Company.

SYMPATHY is extended to *Commissioner R. E. Earp* in the death of his father during October.

FOURTH DIVISION news sources report that the following were ill recently: *Z. H. Williams, Willard Daniel* and *O. T. Green.*

CONGRATULATIONS to Johnston County Prison *Superintendent R. G. Lane* on the arrival of a new daughter in October. . . . To *Graham Wilkerson* of the Construction Department on the birth of a son in October. . . . To *F. D. Holding* of Raleigh, a daughter, *Bonnie Sue.*

INVOLVED in recent transfers and promotions are *J. B. Harris, Paul Bailey, Jr., Foster L. May, Munn McLean, T. O. Joyner* and *R. K. Creech.*

DONALD E. BLALOCK of Raleigh married *Bobbie Ann Sauls* of Garner on November 11. . . . He is a member of the Location Department in District Three. . . . *Herbert McKim*, son of *Division Engineer McKim*, was married on November 25 to *Catherine Swain Spearman.*

ROAD OIL FORCES finished up their work for the season with an outstanding record. . . . They completed 135 miles of retreatment work and 75 miles of new treatment.

DIVISION FIVE

EARLY LAST YEAR *Fifth Division Commissioner J. A. Barnwell* and *Division Engineer T. A. Burton* set a road-building goal for the year. . . . They promised their personnel that if that goal was achieved during 1950, a party or celebration would be in order. . . . Last November it was apparent that the goal had been reached and a gigantic barbecue was staged at the Alamance Prison Camp in Graham.

AT THAT BARBECUE Engineer Burton told his celebrating guests that 58 per cent of the Fifth Division's program was under way, that 286 miles of new paving had been finished and that the outlook for 1951 was excellent. . . . Commissioner Barnwell thanked personnel for their cooperation and Raleigh officials present also heaped praise on the Fifth.

NORTH CAROLINA ROADWAYS was present and snapped the pictures you see on the opposite page. . . . (1) The men who prepared the barbecue are, left to right, *Lawrence Isley, Hall McAdams, Leonard (Shorty) Huddleston, Clyde Jones* (behind Shorty), *Brower McPherson* and *Dan Blalock*. . . . (2) Two of the Fifth Division's oldest employees are *W. E. Petty, Sr.*, machinist of Graham (left), and *J. J. Taylor*, bridge foreman of Durham. . . . (3) In the foreground are *M. B. (Bud) Madden, Jr.*, instrumentman (left), and *Paul Allen*, inspector, both of the Construction Department in Graham. . . . (4)

his informal grouping includes *J. B. aylor, Mrs. Bill Pringle, Julia Brown, ack Bowman, Nancy Moore, J. W. Jenk-is* and *L. H. Gunter.*

SHORTLY before the November bar-ecue was held, officials in the division ot together to map out plans for the next onstruction season. . . . The fine record ade during 1950 certainly proves the alue of such meetings. . . . Needs of rimary roads in the division were also iscussed at another meeting recently.

FIFTH AND SIXTH DIVISION per-onnel were hosts at the annual State ighway Employees' Association conven-on held in Greensboro during October. . . Employees all over the state are still alking about the fine convention held hich included outstanding addresses, lection of new officers, a tour through ne Cone Denim Plant located in the city, ncheons, banquets, and a dance. . . . . H. *Wilson* and *J. H. Alford* did an xcellent job in making the convention a uccess.

COUNTY COMMISSIONERS of Durham ounty inspected all secondary roads urrently under improvement in the area st fall and as a result had many fine hings to say about the work of the Com-ission. . . . A resolution adopted read hat "quality has been the order of the ay . . . rapid progress to date is indica-ive of diligent, tireless and cooperative ffort."

J. W. BARTS and *J. D. Gwynn*, gang oremen in Caswell, recently treated their amilies to trips through the mountains. . . Another traveler was *Harvey E. Davis* ho did some coastal fishing recently.

THE FIFTH is happy to report that *. B. Sumner, Mrs. J. C. Smith, J. L. avis* and *Kirk Duncan* are getting along icely after trips to the hospital.

EMPLOYEES of District One in Dur-am have recently moved into a new dis-rict office.

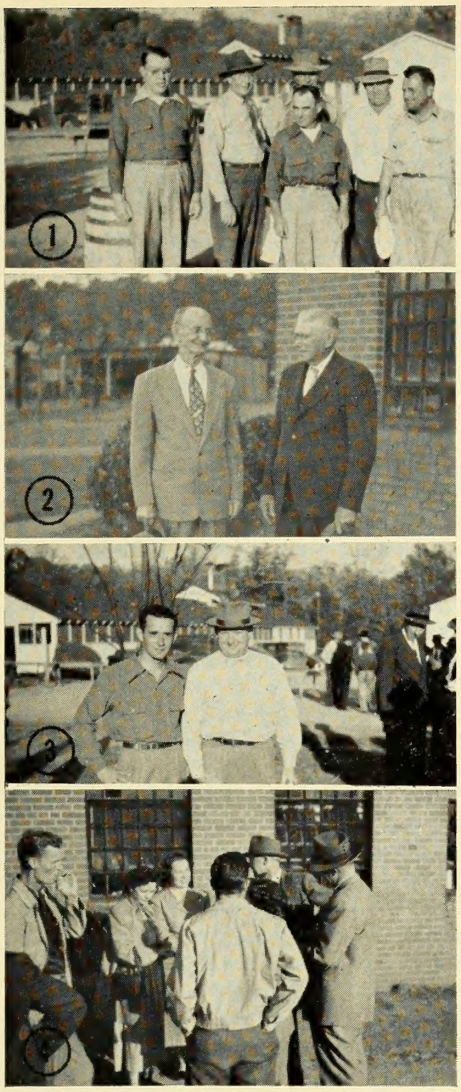
AMONG the proud parents are: *Mr. and Irs. Hoyt C. Kennedy* of Burlington, a on, on October 3. . . . Hoyt is a rodman vith the Construction Department in raham. . . . *Emmett Joseph*, section oreman helper in Alamance, a son; *Mr. nd Mrs. R. P. Cole*, a boy. . . . Mr. Cole s with construction work in Graham.

ROBERT J. BAIN of Alamance was rafted into the Army recently.

THE GRAHAM CONSTRUCTION DE-ARTMENT held a brunswick stew at the ockingham Fishing Club on October 21. . . All enjoyed the stew which was pre-ared by *Polly Parrott, Carl Webster* and *Harold Spoon* (the latter peeled the po-atoes).

DIVISION SIX

COMMISSIONER COBLE recently pened the doors of his magnificent Lake-ide Lodge in Lexington and invited ixth Division legislators and friends to



THE FIFTH CELEBRATES

study roads and eat barbecue. . . . The occasion was a dinner meeting on November 17 with the Governor, Lt. Governor and members of the Council of State as honor guests. . . . The Sixth Division Commissioner told the "road story" as it has seldom been told before. . . . His progress chart for the nine Sixth Division counties showed that 864.9 miles of road have been paved since the start of the bond program. . . . It also revealed that the division probably will double the original 1,200 miles of road promised during the next two years.

SLAUGHTERED FOR THE OCCASION were some of Commissioner Coble's prize blooded hogs. . . . He even announced their pedigrees. . . . The assembled dignitaries heard excellent speeches from such notables as *Governor Scott, Lt. Gov. Pat Taylor, Highway Chairman Jordan* and *Engineer W. H. Rogers, Jr.*

TWO OTHER SOCIAL gatherings took place in the division recently. . . . Maintenance employees at Sanford enjoyed a barbecue and square dance on November 3. . . . *Division Engineer T. G. Poindexter* and *A. J. Hughes* were special guests. . . . Likewise, the maintenance employees of Randolph County met for a barbecue on October 28.

MR. AND MRS. JOHN W. BIRDSALL of Siler City announce the birth of a son, *Ian Anthony*, on November 12. . . . Mrs. Birdsall is the former Barbara M. H. Bolding of Plymouth, England. . . . She met her husband, now a highway inspector, while he was serving in England with the U. S. Navy "Seabees." . . . This is the second child born to the couple.

CONGRATULATIONS are also in order for other proud parents in the division. . . . *Mr. and Mrs. John E. Pope* announced the arrival of a daughter on September 30. . . . Father John is a sign painter at Lumberton. . . . *Mr. and Mrs. C. R. Dodson* of Sanford, a daughter on November 12. . . . Mr. Dodson is party chief with the Sixth Location Department.

THREE FAMILY MEMBERS of highway employees recently returned to studies at various colleges. . . . *Tommy Brame*, son of *District Engineer and Mrs. E. T. Brame* of Sanford, enrolled in the freshman class of the University of North Carolina. . . . *Riley Godley*, nephew of *Construction Superintendent and Mrs. J. L. Stewart* of Sanford, is a freshman at N. C. State College. . . . *Joe Weaver*, son of *Maintenance Supervisor and Mrs. Roger Weaver* of Lillington, returned to Elon College after spending the summer playing baseball in Robbins, N. C., and Blakely, Georgia. . . . Joe is a star pitcher for Elon.

FIVE SIXTH employees who answered the Armed Services call are *James W. Oliver*, rodman in Moore County; *Robert S. Viall*, rodman of Pinehurst; *Clyde Cranford*, rodman; *N. E. Lamb* of Jonesboro; and *N. E. Martin* of St. Pauls.

AN AUTOMOBILE ACCIDENT was fatal to *Henry L. Cockman* of Pittsboro who has been a truck driver for the Commission since 1948. . . . *John Royal Covert* of Siler City, also a highway employee, received serious injuries in the same accident. . . . NORTH CAROLINA ROADWAYS extends sincere sympathy to the family of Mr. Cockman.

ANOTHER automobile accident involved *J. G. Corder* of Siler City who suffered the loss of an arm. . . . We are glad to report that he has now returned to work. . . . *Howard Hoover*, gang foreman in Asheboro, was hurt on the job September 27. . . . The accident occurred while unloading a rock crusher. . . . *Grady Skeen* was a recent patient in the Randolph County Hospital undergoing an operation.

CONGRATULATIONS to *Mr. and Mrs. J. L. Thomas* married in September. . . . Mr. Thomas is a Chatham County section foreman. . . . Also, *Edith Williams*, daughter of *Section Foreman Patrick*

Williams, was married to *Clarence Hussey* on November 22.

COMMISSIONER COBLE and *Division Engineer Poindexter* attended the meeting of Southeastern Highway Officials in Louisville, Ky., during October. . . . It was Mr. Poindexter's first trip by plane.

NICK McKEITHAN, son of *Road Maintenance Supervisor Roy McKeithan*, is relaxing after a busy football season. . . . A student at Lumberton High School and also president of the student body, Nick has just rounded out four seasons of play and averaged 18 yards per carry during Lumberton's last 10 games. . . . He tossed every touchdown pass the Pirates made this past year and finished the year with a punting average of 41.6 yards per kick.

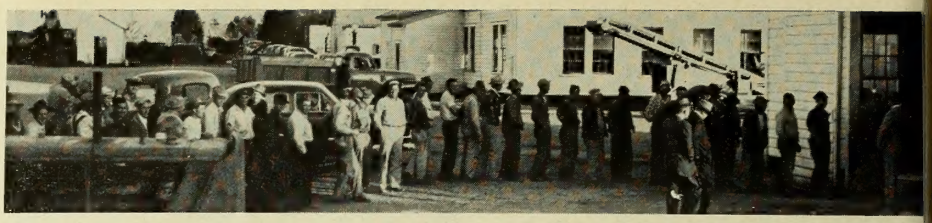
DIVISION SEVEN

LETTERS OF COMMENDATION came from four sources in the Seventh Division recently. . . . The boards of county commissioners of Stanly, Mecklenburg, Richmond, and Cabarrus counties expressed their appreciation to the Highway Commission for highway work well done. . . . The resolution adopted by the Stanly County group stated that "all members have so splendidly cooperated . . . in treatment, maintenance and building of all public roads" . . . *J. Lee White*, chairman of the Cabarrus County group, wrote that "all forces . . . work hard at trying to get the most for the money spent" . . . . The Mecklenburg County Board of Commissioners expressed deep appreciation for conscientious and effective work. . . . The Richmond County group commended the Seventh for "distribution of improved highways in Richmond County and in their assistance in the maintenance and upkeep of existing highways."

THE ACCOMPANYING PHOTOGRAPH shows the Rowan County employees' association "chow line" getting ready to enjoy an oyster supper at the maintenance truck sheds. . . . In the foreground are *Division Engineer M. E. Beatty* and *District Engineer H. M. Burgin* who spoke to the group.



MR. FIXITS



SEVENTH DIVISION "CHOW LINE"

THE SEVENTH reports four other social events held recently. . . . Some 20 members of the Rowan grading crew were honored by *J. H. Steele* and *Neal Moore* following the completion of the grading on the new Chenault Road. . . . The Albemarle Armory was the scene for the Stanly association unit of another of those famous barbecue and chicken stew suppers cooked as only *John Bost* cooks them. . . . String music and an old-time square dance followed the supper. . . . Anson highway employees were honored by citizens of Casons Old Field community at a fish fry and by *Wade Lee* of the Burnsville township at a chicken and vegetable stew topped off with homemade cakes and pies.

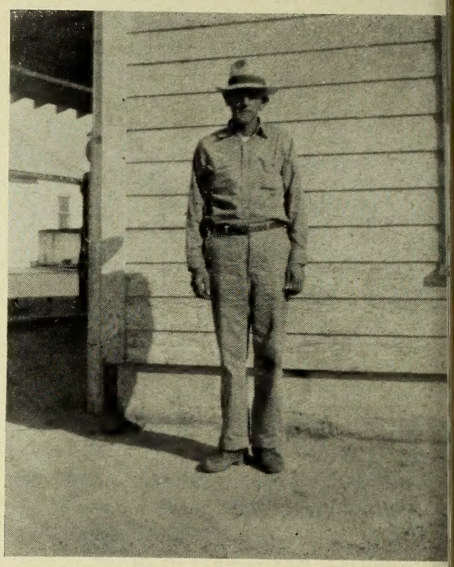
CONGRATULATIONS are in order for *Mr. and Mrs. C. P. Eudy* of Mt. Pleasant to whom the stork brought a new son on October 11; for *Mr. and Mrs. J. C. Stikeleather*, a son, November 16; for *Mr. and Mrs. M. C. Knight*, a girl, October 16; for *Mr. and Mrs. Will Alexander*, a girl, November 1; for *Mr. and Mrs. O. W. Williams*, a girl, on October 27; for *Mr. and Mrs. Marlie Baucom*, a daughter, November 11. . . . *H. M. Burgin* became a grandfather on August 13—it's a girl.

THE MR. FIXITS of District Two are shown in the accompanying picture. . . . Under the supervision of *District Mechanic R. W. Schenk*, the men pictured have charge of checking and repairing equipment. . . . Kneeling left to right are *Paul Bost*, *Grover Rogers*, *Ralph Alderman* and *I. M. Powell*. . . . Standing are *R. W. Schenk*, *Joe Graham*, *Lloyd Safrit* and *George Morris*. . . . *G. A. Holt* and *Robert Moss* were absent when the picture was taken.

ON THE SUBJECT of equipment, it is rumored that *B. P. Mullis* is so proud of his new Pettibone-Mulliken loader that he dusts it at least twice daily.

ON THE JUST MARRIED roster are *Willis G. McKee* who was married to *Geneva Morris* on December 1 and *Frank Bost* who was married to *Virdie Clark Tallent* on September 9.

'POSSUM HUNTING has been in full swing and was very profitable according to *Z. V. Rinehardt* and *E. C. Shinn* who caught them by the bags-full. . . . Another sportsman is *R. L. Brown* who caught 61 king mackerel and 20 bonitas on several jaunts.



MULLIS

AMONG THOSE ILL recently were *Mrs. R. F. Brown* who was a patient in Cabarrus Memorial Hospital, *Mrs. C. A. Graham* who suffered a foot fracture, *Lewis Hill Smith*, *Mrs. R. T. Rollins* who was a patient at Rowan Memorial Hospital, *Section Foreman J. R. Basinger* who underwent an operation at the Rowan hospital, and *M. H. Ramsey*, *G. E. McIntyre* and *District Mechanic R. L. Myers* who missed work because of injuries.

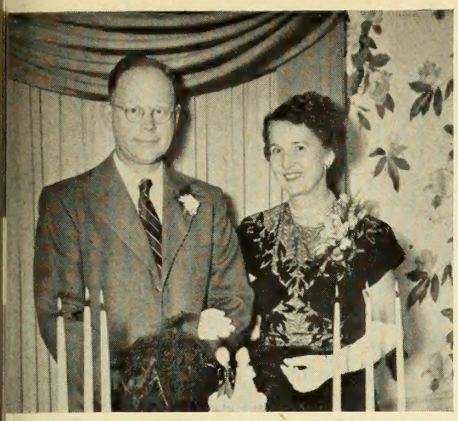
SECTION FOREMAN B. P. MULLIS is the man shown in the accompanying photograph. . . . His work with the Highway Commission dates from 1921 when he was employed to work on "mud holes" with a pick and shovel. . . . Mr. Mullis, who is connected with the Maintenance Department, thinks that progress in maintenance work has been outstanding during the last six years. . . . He says that increased traffic has doubled his problems.

SYMPATHY is extended to *Harry Boggan* whose mother died on November 11 and to the family of *Ed Rhodes*, old highway employee who died in November.

VERNON DICKS, instrumentman, moved into his new home in Charlotte recently.

BURRIS BLAKE, *Bruce Stephens*, *Frank Alexander* and *William H. McCord* have all heard from Uncle Sam and are now in the Armed Forces.

R. K. JEWELL, resident engineer, enjoyed a vacation in Florida.



COUNCILLS CELEBRATE

WILLIAM B. AYCOCK, for 20 years chief steward in the Merchant Marines, is now steward at Prison Camp 704.

DIVISION EIGHT

MR. AND MRS. JAMES H. COUNCILL, shown in the accompanying photograph, celebrated their 25th wedding anniversary at a reception given in their honor recently. . . . Mr. Councill is Assistant Division Engineer in North Wilkesboro. . . . The Councills have two children—*Fred*, a student at the University of North Carolina, and *Martha*, now in high school at Boone.

THE EIGHTH DIVISION has discovered a new way to get road problems settled. . . . When a lady citizen in the division wanted the name of her road changed from the dubious title of "Bumtown," she baked a cake and brought it to the division office. . . . Her request was granted, too. . . . But there's still some argument as to who ate the cake so fast!

AUGUST 1 is a red letter date for both *Commissioner Mark Goforth* and *Division Engineer Z. V. Stewart*. . . . That date is the birthday for both men and, what's more, they are the same age. . . . There is a great deal of kidding between the two as to which looks the older.

COMMISSIONER GOFORTH was principal speaker at a community rally and fish fry held at the Pleasant Hill School.

BILL COFFEY, road oil mechanic, in the photograph on this page shows off a piece of compressed sawdust (new wood process in the west), souvenir of his 8,000-mile vacation trip through America. . . . His trip, planned for several years, took in 17 states and such beautiful scenery as the Arizona Painted Desert, Grand Canyon, Petrified Forest, Boulder Dam and Yellowstone Park.

MEMBERS of the Hayes family are well-known in Eighth Division highway circles. . . . *W. Harding Hayes*, shown in the center of the accompanying picture, is a veteran Highway Commission employee with a service record of 24 years. . . . He was a section foreman for Wilkes County until his retirement in 1946. . . . Two of his sons now work with the Commission. . . . *Everett*, shown to the left, is supply clerk with the Equipment Department and *R. V.* is an inspector with the Construction Department.

DIVISION NINE

THE LAST ISSUE OF NORTH CAROLINA ROADWAYS carried photographs of two sets of First Division twins. . . . Now the Ninth Division submits the accompanying picture of two sets of twins in one family! . . . They are *Dorcas and Doris* (age five) and *Yvonne and Douglas Harmon* (age eight), children of *Ralph Loran Harmon*, gang foreman in Rutherford County.

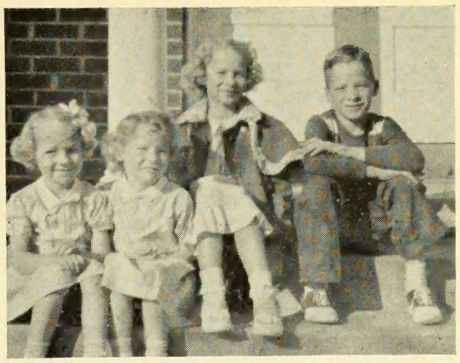
DEER HUNTING SEASON is in full swing in the Ninth Division. . . . Among the hunters trying their luck are *E. J. Rector*, *V. B. Miller*, *E. M. Tate*, *Tom Gowan*, *E. D. Ricks*, *Earl Estes*, *Dave Burnette*, *Fred Barnes*, *H. D. Plant*, *Grant LeFevers* and *P. T. Hollis*. . . . Another sportsman, *R. G. Dellinger*, ended the fishing season in fine style, having caught a 15-pound channel bass on a trip to South Carolina.

LATEST RECRUITS to answer the call of Uncle Sam for military service are *Herman M. Speece* of Iredell County, *G. W. Ferguson* of Alexander, *J. C. Curtis* and *James Lee Roach* of Rutherford.

BOB ALBERT, engineer on the Franklin Avenue project in Gastonia, has taken a good deal of kidding about the project lately. . . . Most recent jibe was that directed at him while he was speaking at the Gastonia Kiwanis Club meeting. . . . When asked about the completion date for the project, Albert replied it would be completed by Christmas (of 1950). . . . Whereupon someone asked, "What year?"

SYMPATHY goes to *E. C. McKinney* in the recent loss of his father, *Henry W.*, who was a Cleveland County commissioner; to *D. L. Rink* in the death of his mother on November 11; and to *John T. Watt* of Statesville in the death of his mother.

ON THE PROUD PARENTS LIST are: *Mr. and Mrs. Frank Morrison*, a daughter on October 15; *Mr. and Mrs. L. T. Proctor* of Cherryville, a daughter on October 26; *Mr. and Mrs. Blanch Williams*, a daughter on October 19; *Mr. and Mrs. Vernon Worley*, a son, October 28; *Mr. and Mrs. Henry Clay*, who recently adopted a son.



TWINS OF THE NINTH

FELLOW EMPLOYEES say *Jack Wilkerson* of McDowell County would make a good car salesman. . . . He did a good bit of bragging about his new 1950 model Chevrolet.

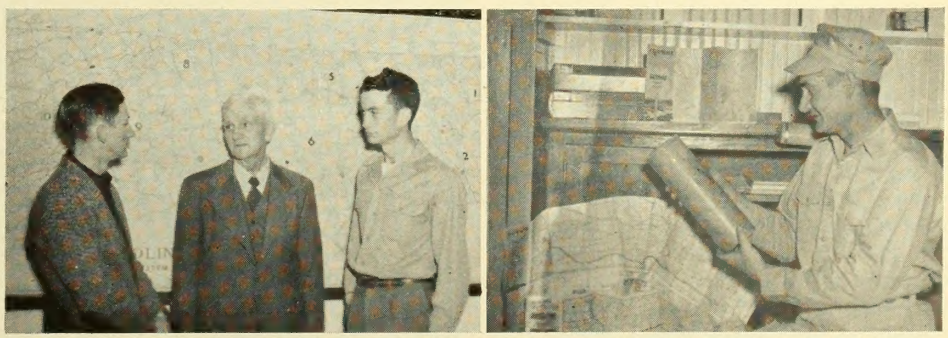
NINTH DIVISIONERS on the recent sick list are: *Hicks T. Hamrick*, *Hersel Chapman*, *George W. Abernathy*, *Eli McCurry*, *Zennie T. Henson*, *Billie R. Carswell*, *J. F. Abernathy*, *John Rollins, Jr.*, *Ray Short*, *F. E. Gray* and *R. R. Reel*.

FAMILIES of highway employees have been sick too. . . . They include *Mrs. W. E. McCurry*, *Mrs. Nell Foster*, *Vinnie E. Epley*, *Donnis J. Logan*, *Madge Cline*, *Mrs. Thad Guy*, *Marie Crisson*, *Jo Goforth* and *Mrs. Ralph Boyles*.

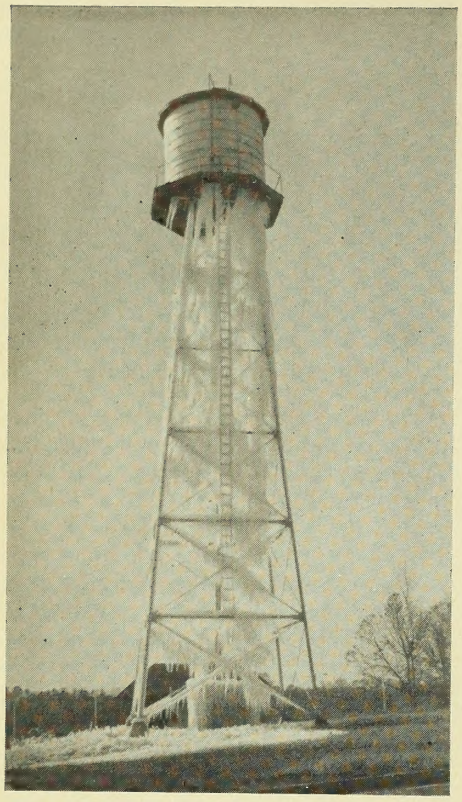
DIVISION ENGINEER L. B. PECK and Mrs. Peck along with *Mr. and Mrs. George Hearne Bruton* of Gastonia were hosts recently for an "at home" party given in honor of Mr. Peck's son and his wife married in late summer. . . . *Bobby Dean White* of Cleveland County was married to *Evelyn Sue Hamrick* recently.

TAKING late vacations were *P. J. Corpening*, maintenance supervisor, and *Sam Brinkley*, road oil supervisor. . . . *J. I. Church* spent the Thanksgiving holidays at the home of his parents in Scottville, N. C.

(Continued on page 16)



EIGHTH DIVISION—HAYES FAMILY AND COFFEY



PICTURESQUE TOWER

Tar Wheels

(Continued from page 15)

FAREWELLS were said recently to *Woodrow Weaver Henson* and *Charles Baxter Freeman* who resigned from their highway work in Rutherford County and to *Harold Thompson* who returned to school at Tri-State to study civil engineering.

RAYMOND ROBINSON, mechanic, is back on the job in McDowell County.

OLD MAN WINTER on his early December trip through North Carolina wrought a marvelous work on the Ninth Division water tank in Shelby, shown in the accompanying photograph. . . .*Bridge Superintendent F. S. Yount* is author of the snapshot.

DIVISION TEN

A 1916 WESTERN NORTH CAROLINA tour book read recently had a great many interesting facts to reveal about conditions of the roads in that area. . . . Published jointly by the State Highway Commission and the North Carolina Good Roads Association then in existence, the booklet proclaimed with pride that Asheville and Weaverville were linked by an eight-mile stretch of asphalt macadam road. . . . The booklet said that Western Carolina boasted roads "far above the average . . . in the neighboring and other states" . . . It was published during the Administration of Governor Locke Craig, known as the state's "Good Roads Governor."

Paved Roads Come to Ocracoke

(Continued from page 3)

narrow, sandy lanes with many blind curves and corners, the island drivers are naturally careful anyway. Most drivers respect and honor the new signs.

But not so the banker ponies. For over 200 years these shy though friendly ponies have had the freedom of the island. Coming into the village from the Atlantic dunes as cold weather approaches, the ponies totally ignore the warning signs and wander aimlessly along the paved stretches. Their favorite food has always been the coarse salt water grass, but they are gradually investigating the oats growing on the shoulders of the new highways and seem to find them palatable. This may be the island's means of keeping the shoulders mowed. The state plans to sow grass seed in the spring.

The islanders are very proud of the success in planting the shoulders. Many had believed that nothing would grow in the sand except the natural salt water grass, but the beautiful green stretches on either side of the roads refute this notion. Most beautiful of the road stretches is that leading to the local schoolhouse. A long, straight vista of roadway, with a circle directly in front of the white, wooden schoolhouse, shows Old Glory waving aloft and beautifully green-planted areas along the sides and in the center circle. Thus the plea of the women for "dry shod" children in school and church is answered. (The pavement also runs directly in front of both the island churches.)

Ocracoke's "Main Street" remains untouched by modern cement; it is a beautiful narrow lane of sand, winding under age-old water oaks through groves of myrtle and youpon, bordered by quaint white fences that yard-in some of the old homes of the island, first settled between 1710 and 1715 by fishermen and pilots. And for those who fear modernization, let them be reminded that there still exists 16 long miles of sand along the Atlantic Ocean from Hatteras Inlet to Ocracoke Inlet—uninhabited except by the wild ponies and the sea gulls and an occasional sports-fisherman.

Center-Lining Saves Lives

(Continued from page 5)

Many other problems are connected with the vital highway service of center-lining, but the most important one already has been mentioned: How to dry paint immediately after application. This would considerably reduce the time and effort devoted to center-lining.

If present trends of improvement in machines and materials continue, North Carolina soon will have all its high volume pavements serviced with a useable center-line for day and night travel.

Henry G. Shelton

(Continued from page 6)

The Shelton family is made up of h wife, the former Athle Boone, and h mother. They live in a large, two-stor shaded farm home called "Mapleton surrounded by beautifully cultivate farm land, pastures for the cattle an plenty of trees, adding attractiveness t the flat land of the Coastal Plains regio Inside the Shelton home there are man fine pieces of old furniture, reflectin a remembrance of other generations. Th Shelton dinner table groans with goo food when guests are in the house. Ther is an air of comfortable living about th place and a graciousness that appeal to even the casual guest.

Mrs. Shelton, who was formerly assis ant home demonstration agent in Edg combe County, uses her farm home-mak ing knowledge to good advantage in th Shelton home. Currently she is workin on a "Model Mile" project in the Spee area.

The First Division Highway Commis sioner knows how to deal with peopl His open-mindedness and sense of fai play have endeared him to highway pe sonnel. These qualities also have resulte in smooth operation of highway busines in that northeastern section of Nort Carolina. Like many First Divisio Commissioners before him, Mr. Shelto is constantly concerned about the larg number of bridges his constituents sa they need in coastal areas. Much high way money ordinarily goes toward bridg construction. The Commissioner mus continually weigh the importance of va rious road and bridge projects and try t spread his funds equitably.

Mr. Shelton never lets these weight problems upset his fine sense of humor Even on his worst days he has a read quip for the most depressing situation On the day the ROADWAYS reporter visite him he had a typical comment to mak about the poor conditions of roads on hi own farm. He wryly commented that h was considering borrowing a neighbor' road machine to get his roads in bette shape.

One employee of the First Division ade quately summed up Henry Gray Shelto in 14 words:

"Mr. Shelton," he said, "is a 'yes' and 'no' man. You can depend on his word."

Thomas A. Burton

T. A. BURTON, quiet-spoken efficient head man in the populous Fifth Division, started dabbling in engineering on a part-time basis when he was a teen-age kid in Mecklenburg County, Va. Now 49 years old, he can look back on almost 30 years of loyal service to the North Carolina Highway Commission, a career which placed him in almost every responsible engineering job in the book.

A topnotch well-grounded engineer, Tom Burton also has qualities, his friends say, which make him particularly suited for handling large groups of men. He commands respect and loyalty, first of all, because he knows the problems of the men working under him. He inspires good work because he shows a personal interest in their problems and because he knows how to keep a big organization running smoothly.

Like any good executive, Engineer Burton believes in meeting his men face to face and discussing things with them. Recently he has been holding county meetings in the Fifth Division where every employee has a chance to see and hear his boss and sound off if he cares to. Because he has held most of the jobs he asks his men to do well, Burton finds it easy to keep in close touch with activity on the front lines of highway work. His associates say he is an easy man to approach and talk to, that he recognizes and rewards efficiency, and that he drives himself hard at his own job.

Burton was born on October 18, 1901, son of George A. and Annah Wood Burton. As a kid he found himself interested in engineering and medicine. Engineering won out. After he had finished his education at the public schools of Danville and Virginia Polytechnic Institute, he took a job with the Virginia Highway Department where he had been working in the summer on a part-time basis. It was while he was working with a Virginia highway party near Danville in 1921 that he first came in contact with the North Carolina Highway Commission. A Tar Heel engineering party was working close by on a border-line project. Burton became acquainted with the North Carolinians and took a job with them as rodman.

Quietly efficient and ambitious, young Burton worked his way up the ladder. In turn he became instrumentman, inspector, resident engineer, maintenance supervisor and district engineer. On July 1, 1937, when the highway divisions were reorganized Burton took over as Fifth Division engineer and became one of the top ten executives in the Highway Commission hierarchy. He has been in Greensboro ever since except for a six months sojurn in Albemarle as Seventh Division engineer in 1949.

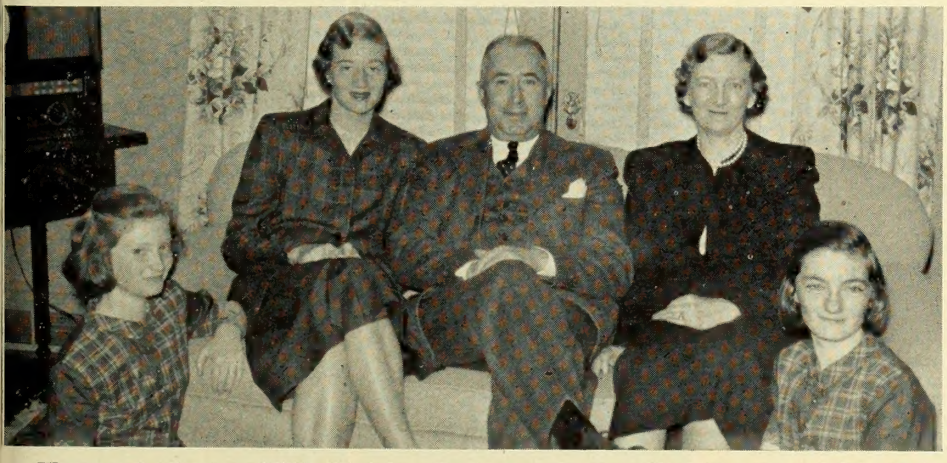
In 1929, Burton married Ruth Ragsdale of Madison. This fall their 17-year-old daughter, Ruth, entered the freshman class at Guilford College where members of her mother's family have been educated for generations. The Burton's two other children, Kay and Gay, are 12-year-old twins. All live in Madison where the head of the family is chairman of the Recreation Commission, on the Board of Stewards of the Methodist Church and a member of the Board of Aldermen. Burton also is a Mason and a Shriner and a member of the North Carolina Society of Engineers.

In his moments away from highway work, Burton likes to play golf and hunt, but he says these hobbies are "things of the past." Heavy pressure of the accelerated roadbuilding program keeps him close to his Fifth Division office in Greensboro and touring through the division's eight counties which include the heaviest concentration of population and roads of any division in the state. (The Fifth incorporates five of the state's largest cities—Greensboro, Durham, High Point, Burlington and Reidsville.)

Discussing his long tenure of service with the Highway Commission, Burton notes that revolutionary changes in methods of roadbuilding have characterized the last 30 years. Most noticeable to him are the changes in methods of road construction and design and the development of new roadbuilding equipment. "In the early days," he recalls, "we used wheelers and mules. There were very few steam shovels and the earthwork was held to a minimum. We also followed the contours of the ground and alignment was relatively unimportant."

Burton contrasts these conditions with today's emphasis on heavy roadbuilding equipment and attention to alignment. The use of heavy equipment first became popular about 1925, he recalls. Contractor Nello Teer of Durham began using dump wagons pulled by tractors. "We thought in those days that the science of roadbuilding had just about reached its perfection and nobody in his wildest dreams ever imagined the heavy traffic that would develop in the coming decades. We were told in 1929 that traffic had reached its saturation point."

A short stockily-built man with a firmness of manner and cooly efficient—typical of the public conception of an engineer—T. A. Burton has grown up with the North Carolina Highway Commission and probably knows as much about its operation as any man now connected with it. A good public speaker and a man of diplomacy and tact, he—and a number of other engineers like him—have been largely responsible for the development of the Commission's excellent reputation and its enduring monument—North Carolina's 64,000-mile road system.



Thomas A. Burton, Fifth Division Engineer, shown with his wife and his three daughters, Ruth, Kay and Gay.



What's New?

A Roundup of Highway News from Nags Head to Nantahala

FORTY-FIVE hundred miles paved in 12 months—that's the big news from the Highway Commission as 1950 ends.

How much is 4,500 miles? Well, it's 1,500 more miles than the Commission hard-surfaced during the last *four* years. It's four and one-half times as much as the Highway Commission used to think of paving in a single year during the 'Twenties. It's many more miles than the Commission itself expected to finish this year.

How did the Highway Commission do this job? It did it because of (1) the availability of enough money through the $200,000,000 bond issue; (2) the splendid weather occurring throughout most of the year; and (3) the cooperation of the highway contractors and of our own 14,000 highway employees from the chief engineer down to the last truck driver.

Finishing this much in 1950 means that the 12,000-mile paving project requested two years ago by the Governor is half completed. Almost 6,000 miles of new hard-surfacing have been added to the secondary road system since January 1, 1949.

Equally big news is the fact that the Commission has done more work on the primary highway system in 1950 than during any previous year. This, too, resulted from the availability of the bond money. We let $58,000,000 worth of projects to contract compared to $24,000,000 in 1949. We finished some $35,000,000 worth of work with our own forces (including paving and stabilization).

Some of North Carolina's prison camps are sporting the latest conveniences—even TV.

A note from the Ninth Division says that television sets have been purchased for all the prison camps there from prison recreation funds. (Also in Hertford County prisoners are allowed to use a new set just purchased until 10 P.M. each night, each Saturday beginning at noon and all day Sunday.) Division Prison Supervisor W. K. Dedmon of Shelby writes. "We have found that the prisoners enjoy television much more than the movies we have been having. They get a big kick out of the Saturday afternoon ball games and it seems their morale has improved."

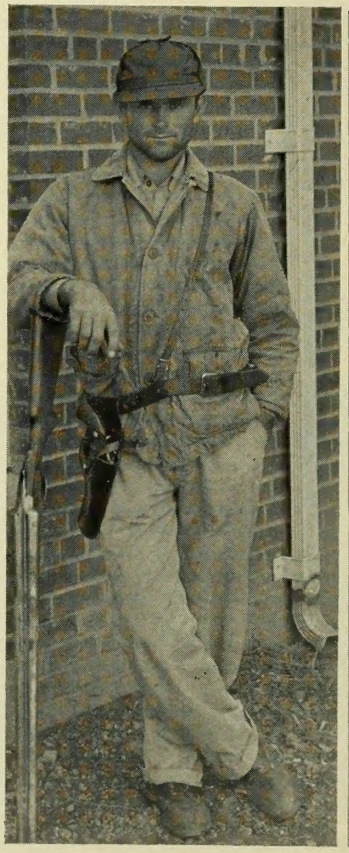
NEWS NOTES: The new Carrboro-Greensboro highwa did wonders to unclutter congested traffic during the footba season. And speaking of universities, the Highway Com mission has initiated work on the famous Chapel-Hill-Dur ham boulevard. A contract was let in late November an work should be under way now. Eventually it will provide four-lane highway between the two universities.

The Prison Department received the photographs yo see on this page from one of its prison supervisors recently The pictures show one supervisor's idea of the differenc between a $126-per-month guard and the new $162-per month guard. The Personnel Department recently author ized an increase in basic salary for all prison guards. Th supervisors—and everyone else connected with the priso system—think it makes a big difference.

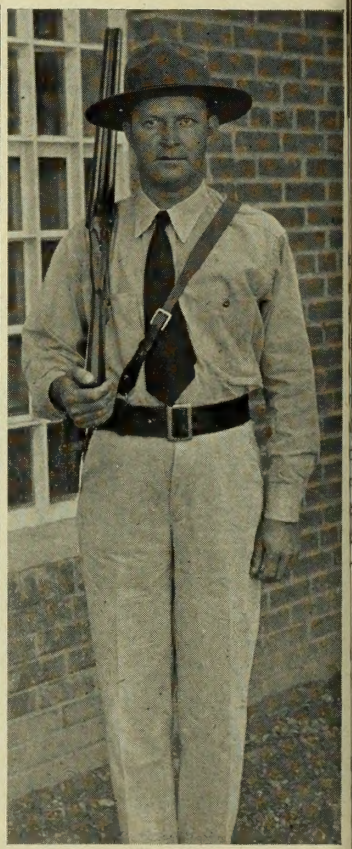
A newspaper recently identified Dr. Henry W. Jordan a Chairman of the State Highway Commission and Mayo of Cedar Falls. Dr. Jordan saw Attorney General Harr McMullan shortly after that story appeared in the press and "Mr. Mac" warned the Doctor that he might hav to prosecute on the grounds of double office holding. It wa a big joke to those who know Cedar Falls. Although th Highway Chairman brags about his home community often it isn't incorporated and the Doctor isn't Mayor—really.

That recent story about 89 wrecks occurring over th last 10 years in the same spot near Mt. Airy had some Tar Heel highway folks worried when they first read th headline. Buried down in the story was the fact that th dangerous mountain curve is on the Virginia—not th North Carolina—highway system, although somebody

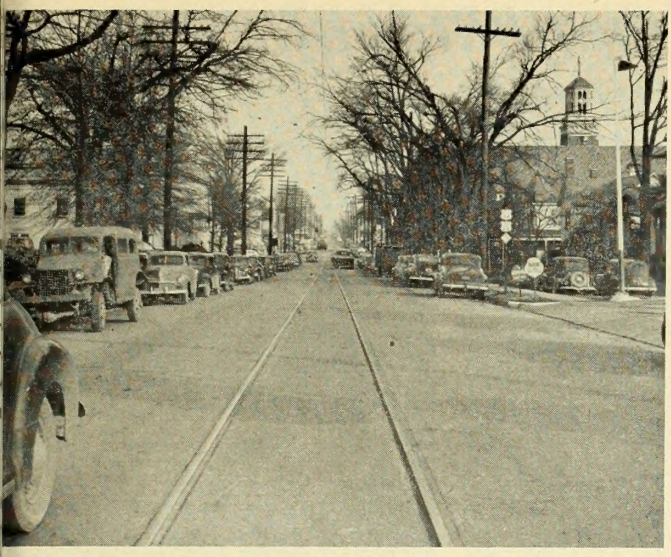
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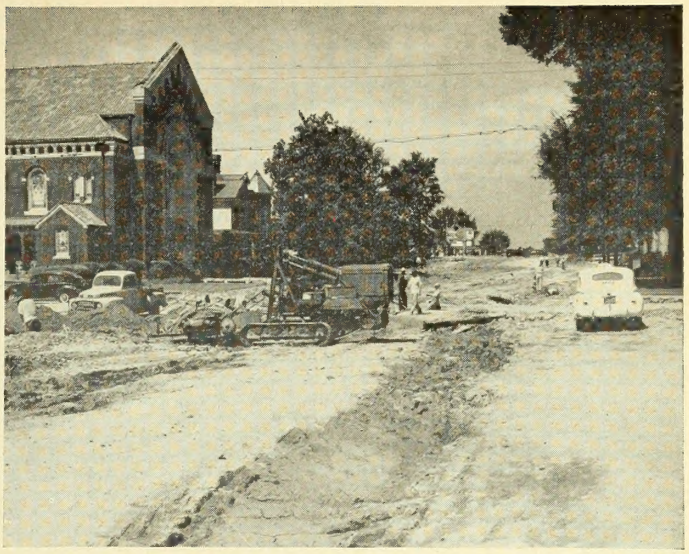


Typical $126.00 Guard

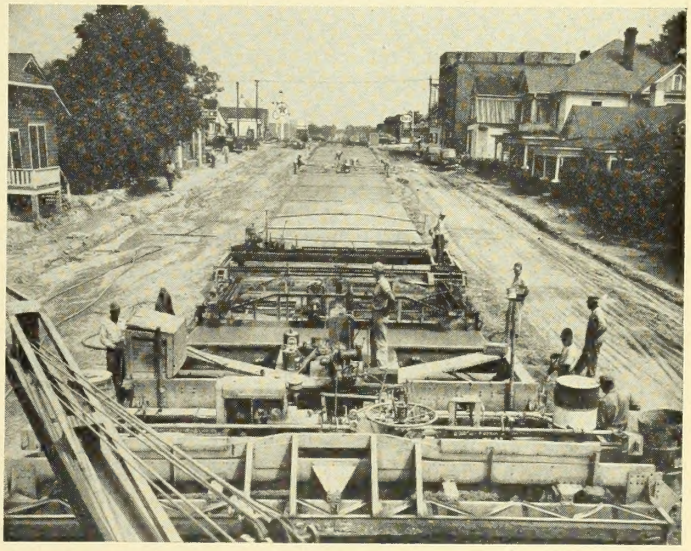


Typical $162.00 Guard









Face Lifting in Gastonia

GASTONIA'S narrow rail-lined Franklin Avenue (carrying US 29 and 74) is one of the most congested sections of major highway in North Carolina. Two years ago the State Highway Commission launched a million-dollar face lifting job on 3.2 miles of the street in the heart of Gastonia. Half of the cost went toward acquiring right-of-way and moving buildings. Another expensive item was ripping up the old 60-foot tar and gravel roadway and the rails of the Piedmont and Northern Railroad. Contracts were let last spring to the Wright Construction Company of Columbus, Ga., for the removal of the old roadway and the laying down of an 80-foot modern concrete highway.

Under the over-all direction of L. B. Peck, Ninth Division engineer, and Bob Albert, resident engineer, that work is rapidly nearing completion. The project is a good example of three-way cooperation. The City of Gastonia participated one-third in right-of-way costs along with the state and federal governments. The state and federal governments jointly financed actual construction. Along with such projects as Lee Street in Greensboro and the cross town boulevard in Charlotte, the Franklin Avenue job is typical of expensive major projects which the Highway Commission finds necessary to construct in congested urban areas. (Photographs by Ennis Atkins)

What's New?

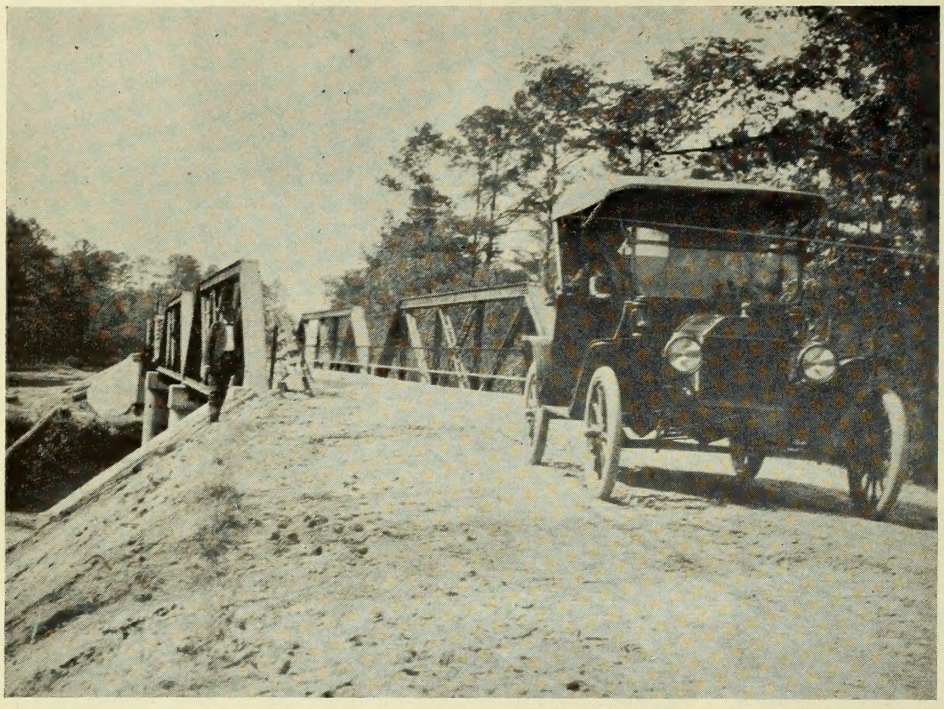
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mentioned that the wrecked cars sometime roll over the Tar Heel border before they stop moving.

Central Prison and Woman's Prison entertained the highway commissioners at their November meeting. At the former they heard a newly-formed band under the direction of Norman Hanley which sounded fine after just nine weeks of practice. At the Woman's Prison they met the newly-appointed superintendent, Miss Ronnie Shefield, who gives every evidence of being businesslike and efficient.

Sometime in early 1950 James Burch of the Statistics and Planning Division will be finishing his significant $30,000 survey of North Carolina's primary highway system. This information will tell the Highway Commission —and North Carolina—just what our main roads will need during the next decades. The survey will show approximately how much money needs to be spent on our primary roads.

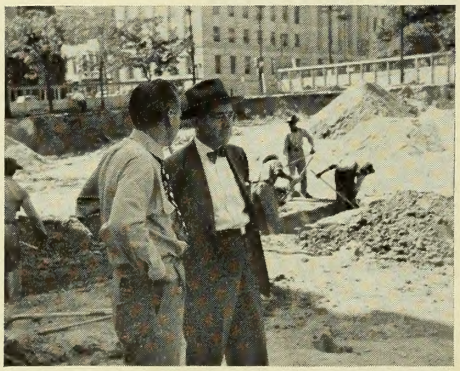
BRIDGES - PAST and PRESENT



Commission's First Bridge

O. F. YOUNT—known by highway people everywhere as "Captain Jack"—owns this rare picture of the first bridge built under the supervision of the North Carolina Highway Commission. The date was 1916; the place was the Tar River in Edgecombe County; and the man at the left side of the bridge (look closely) is W. S. Fallis, the first State Highway Engineer.

Mr. Yount knows plenty about early days of the Highway Commission since he was the first man hired by the organization after its establishment in 1915. Neither the old bridge nor the snappy-looking model T is still in commission, but Mr. Yount is. Following 38 years of service with the Highway Commission as superintendent of bridge construction, he retired to his home in Catawba County in 1949. (See "Highway People" for photograph of Mr. Yount and his family.)

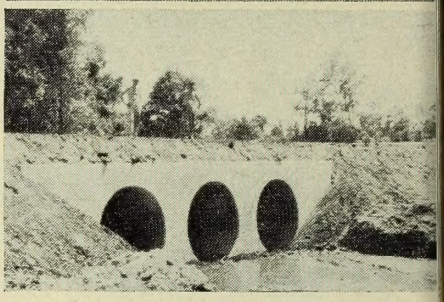


MEN WORKING

NORTH Carolina's pleasant Indian Summer gave the Thompson and Street Company of Charlotte beautiful weather for completing foundation work on the Highway Commission's new headquarters building in Raleigh. The five-story structure will be finished, if work continues on schedule, by December of this year.

The picture above shows Dr. Henry Jordan, Highway Chairman, discussing progress of construction with the contractor's superintendent, R. F. Ruffner. In the background workmen excavate. Across the way is the Justice Building which will be matched in exterior material and design by the Highway Building.





Bond Money Bridges

WHEN the accelerated roadbuildin program began 18 months ago, it mean that the Commission's bridge-buildin program had to be stepped up in th same ratio. This meant new headache for the efficient forces working unde T. B. Gunter and Buck Taylor and thei assisting bridge engineers.

On this page you see two samples o the kind of structures they are helpin build on North Carolina's spruced-u county road system. The top photograp shows a gleaming new concrete bridg across a bond road in the Third Divisio Recently Highway Chairman Henry Jo dan and State Engineer W. H. Roger Jr., inspected roads in the Third an came back singing the praises of th many fine bridges they saw built wit bond funds. This is typical.

Above you see a triple line of 96-inc C.M. pipe which replaced a wooden stru ture on a bond road in the Sixth D vision's Randolph County near Coleridg Shown in the picture are Charlie Wi liams, gang foreman who supervised co struction of the road, and L. M. Mitchel bridge foreman who handled work o the structure. This is one of many simi lar pipe lines being built in the Sixth— another division building bond bridge as fast as it builds bond roads.

Golden Pebbles

Drop a word of cheer and kindness
Just a flash and it is gone,
But there's half a hundred ripples
Circling on and on and on.

—Writer Unknow

WHAT THEY'RE SAYING



ARE NORTH Carolina's highways and roadsides well kept?

Comments on this question come this month from two sources—and neither is encouraging.

Bill Sharpe, former State News Bureau director, discusses a trip through Virginia and puts it this way:

"It chagrins us to acknowledge that Virginians are better housekeepers than we are—at least on their roads. US 220 offered less junk, shanties, paintless homes and bare hills than the same route affords in our own state. We've noticed the same thing on other federal highways in crossing the line, along 17, for example. What farmers call thriftiness is more in evidence—well-kept residences, fewer auto graveyards, dump piles and the many miscellaneous items of debris, which afflict the approaches to our towns. It is true that US 220, 58 and Virginia 311 do not traverse the rural non-farm areas so conspicuous in our state. Somewhere in the transition from farm to industrial life there seems to be a breakdown in tidiness. The industrial worker living in the country apparently doesn't have enough stake left in the country to make his cinder-block house attractive.

"But the highways are better kept, in spite of our boasts. The shoulders are safer, and highway signs offer some suggestions. Instead of a peremptory 30 mile zone sign, Virginia says 'Maximum safe speed, 30 miles,' and somehow it rings the bell a little clearer. When you come to a construction project, a sign says 'Construction — 25 miles.' When you leave it, a sign says, 'End Construction.' We could use a slice of that kind of consideration.

"At Roanoke, the highway signs take on various hues and you are informed that the blue signs (for instance) will take you on 220 through town, the reds are No. 221, the greens are something else. Helpful, thoughtful, intelligent."

The other comment comes from the North Carolina Roadside Development Council. It met in Raleigh several weeks ago and applauded the Highway Commission's plan to develop roadside parks, but deplored the slow progress being made in interesting state officials and citizens in the appearance of Tar Heel roadways. They heard an address by H. J. Neale, landscape engineer for the Virginia Department of Highways. Neale said Virginia has allocated one per cent of funds for every major highway project for landscaping and beautification since the early "Thirties." Virginia's development in this field is apparent everywhere on her principal highways.

Neale emphasized that beauty through utility is Virginia's goal. In planting trees along highway right-of-way, he said, some useful purposes besides attractiveness should be served. Planted in long rows such trees would make it impossible to keep the right-of-way properly mowed. "But perhaps our engineers know a spot on an east-west highway where the sun is blinding at a sign site on the brow of a hill. Several trees placed in a group behind that sign keep the approaching driver from being blinded. They are beautiful and useful."

The editor of *The Smoky Mountain Times* in Bryson City took a trip along US 64 from Murphy to Manteo and came back singing the praises of North Carolina. "If, after looking at your state thus, from end to end," he writes, "from her Blue Ridge mountains to her blue green sea, there is still any doubt in your mind, turn South or come back home, but it's ramps to seaweed we'll wager you—the further you go, the more you'll know. It's the Tar Heel State for me! . . . Appreciation for North Carolina will deepen as you go North or South and find a charge is made for ferry service (unlike the free service across North Carolina's Alligator River and Croatan Sound) with toll bridges thick as bears in a berry patch all along the way."

And just to balance up the comparison between Virginia and North Carolina roads mentioned above, here is a letter from Harry R. Leland of Arlington, Virginia: "Recently I had occasion to make a trip from Edenton, N. C., to Nags Head and return. I went by the northern route and returned by the ferries. This was a most delightful trip, and when I found there was no charge for the bridges and ferries, I nearly fell overboard from surprise. The roads were found to be well maintained and the people most delightful . . ."

Eric Rodgers, editor of *The Scotland Neck Commonwealth*, adds these comments to those already noted about highway signs:

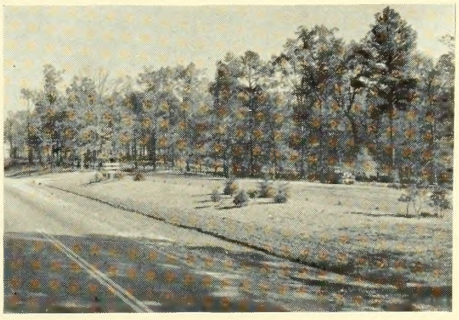
"The Highway Commission really has gone in for putting signs on the roads where a few years ago there were some complaints that there were not enough direction markers.

"However, it is still better than the State of Virginia where one may go for miles and miles, especially on the east-west roads and never find a direction marker of any sort; and such direction markers as Virginia has on her lateral or secondary roads are so insignificant that one may pass them and never know they are there."

One of those Latin American engineers who toured North Carolina on a highway inspection trip last fall made an interesting comment to a Washington, D. C., reporter afterwards. Said Senor Eduardo Garcia Coll, a prominent engineer of Venezuela: North Carolina roads are among the best he has ever seen. Pennsylvania is the only other state in which the roads of the major highway are on par with those of North Carolina.

The Greensboro News proposes the following toast to the State Highway Commission, just having finished a record-breaking year of roadbuilding: Here's mud out of your eye!

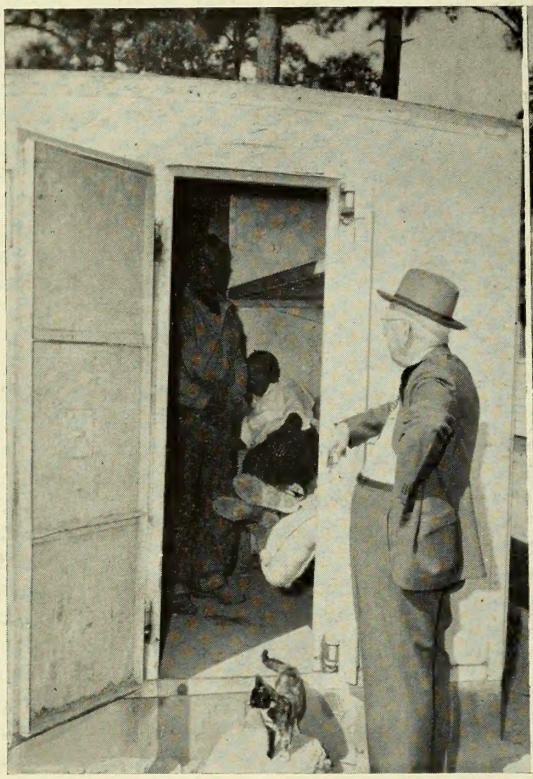
Which goes also for all the 14,000 employees of the Commission who made the good record possible.

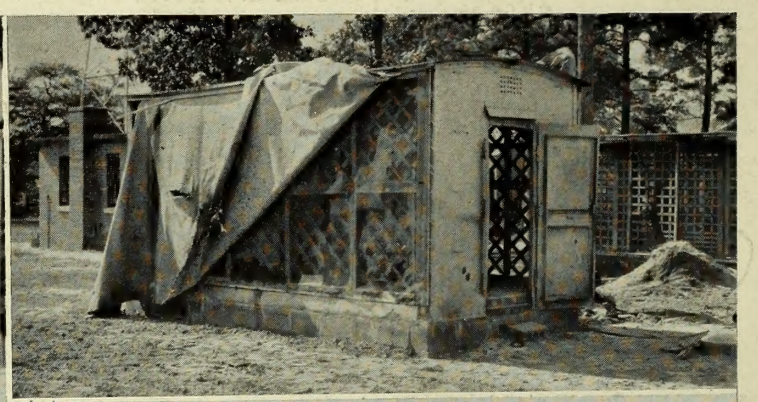


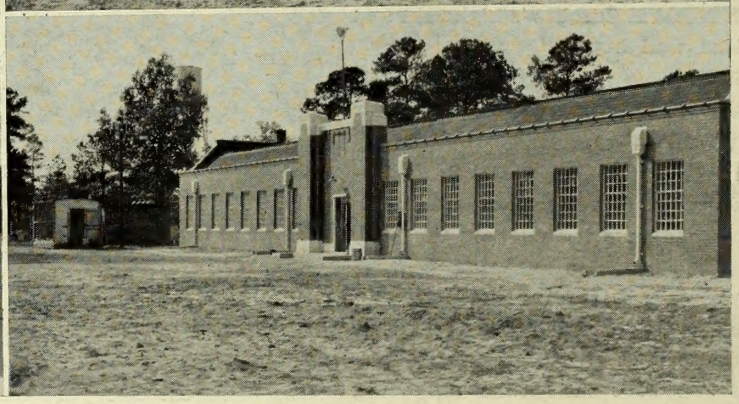
VIRGINIA WAYSIDE—The Virginia Highway Department has dozens of roadside parks along its major highways, like the one above in Hanover County (US 301). They improve the appearance of the highways and they make driving safer. The North Carolina Highway Commission expects to launch a roadside park program this year as it moves forward in the job of overhauling and rebuilding its primary road system.

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The Era of Cage Camps Ends

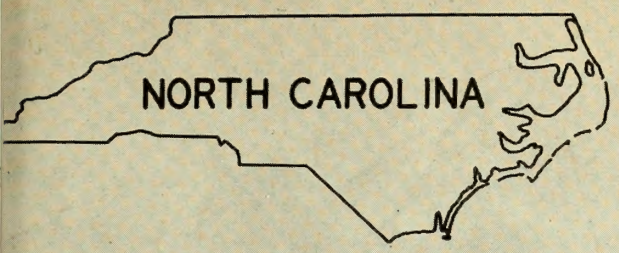
NORTH Carolina's prison system has removed its last cage camp from active duty.

The junking of the collection of "chain-gang" type metal boxes at White Lake in Bladen County marked the final elimination of such housing facilities throughout the state. It came at a time when the Prison Department under the direction of John M. Gold is embarked on a program not only of physical but extensive rehabilitative improvements.

The pictures above show one of the old 20 x 7 x 7-foot cages in use for over 20 years. In winter the canvas on top came down for protection against the weather. In summer the sun heated the metal box almost beyond endurance.

In contrast, the trim $65,000 prison building which replaced the cages resembles a modern school building outside and a military barracks inside. Furnishings include double-tier bunks, the latest toilet fixtures including eight shower baths. The two wings of the building house 50 men each and at the rear of the "T" shaped structure is a cook's room and a 12-bed hospital ward. The walls are done in a pleasant green. Behind the brick building is a frame mess hall.

The third picture shows Assistant Prison Director H. H. Honeycutt inspecting one of the old cages which became part of the Prison Department when they were taken over from the counties in 1933. The department has been working toward the elimination of all cage camps for several years. To finish the job took time and money. The State Highway Commission already has spent over $1,000,000 on prison construction and equipment since the end of the recent war.



ROADWAYS

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A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION
MARCH-APRIL, 1951

NORTH CAROLINA ROADWAYS

A Magazine for employees of the North Carolina State Highway and Public Works Commission

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Neons or Nature?

By Mrs. Emma R. Edwards
President North Carolina Roadside Development Council

AFTER THE mud, what?

Neon tubing, billboards, juke joints, auto junk yards, piles of beer and oil cans.

Is this civilization?

North Carolina is increasing its paved road mileage at the rate of a hundred miles a month. How will these roads look a year from now?

The answer lies, not with the Highway Commission, but with the folks who live and do business along the highway.

Pride is a great force for progress. If every resident along a newly-completed road feels the proper pride, he or she will make every effort to keep that road unspoiled, saying:

"This is the road for which I asked, and for which my taxes will pay. It is my investment, and it is up to me to keep it beautiful."

There is no more soul-stirring experience than to drive along a newly opened road, free from all taint of commercialism, winding its way through vistas of forest, farmland, or mountains. With time, the surface scars are healed with vines and grasses, the native trees and shrubs grow more luxuriant with added sunlight, and the road can remain as it was intended, an avenue offering comfort, safety, and beauty to the traveler.

Let it be long remembered that the tourist trade is North Carolina's fourth most important industry. Pleasant roads definitely attract tourists. Congested, disorderly roads become a hazard; reduced speed zones follow, and reduced travel also follows. It might be likened to the story of killing the goose that laid the golden eggs.

Keep those new roads unspoiled!

Highway Needs

GREAT SCARS ACROSS the face of the earth tell the stor of 1951 roadbuilding in North Carolina.

During the winter season, when cold weather stops paving the work of the grading contractor and the bridge builde continues. At Manteo and New Bern new spans inch acros Roanoke Sound and the Neuse River. Along North Carolina' Main Street—US 29—highway builders clear new groun to make way for next fall's sleek new four-lane roadways

Between Kings Mountain and Gastonia and Charlotte an Concord bulldozers bite at the red Piedmont hills and grin out new patterns. . . . Northeast of the Yadkin River bridge a Spencer passing motorists see neat rows of newly-cut pin tree stumps and the fresh outline of a twin roadway alon the most heavily traveled section of highway in North Car lina. . . . At Lexington a new grade separation looms ove the old road announcing the beginning of a new highwa by-pass, permitting through-travelers to avoid city congestion . . . Likewise at Thomasville and eventually at Greensbor and Burlington.

These new road facilities cost millions of dollars, and dozen like them must soon come to a North Carolina bulging at th seams with new motorists, new automobiles and bloody nev highway fatalities.

Highway engineers estimate that it costs roughly $100,00 to build a mile of 1951 primary highway, excluding bridges unusual terrain and other expensive obstacles. A new pri mary highway needs report says that the price tag on al our 1951 deficiencies on US-numbered highways exceed $305,000,000. One thousand bridges are potential deatl traps.

Highway income has been running at an all-time high recently largely because of increased highway use.

But the deficiencies piling up on North Carolina's mai arteries are swallowing up this increase with no trouble at all

More work is in progress on primary highways than eve before—but this work is being done at 1951 prices and i the face of an overwhelming traffic upsurge that cannot lon be ignored.

The issue of further dividing highway revenue to cover nev road needs became important during the bond issu movement of 1949. At that time many citizens were claimin that the Highway Commission had sufficient funds to tak care of county roads and main-line roads without more in come. Others realized that deficiencies in the rural area could only be fully met by providing new income. A $200,000,000 bond issue was the answer.

The parallel question has arisen in 1951 concerning the very real needs of city streets. Although the General Assembly has decided to do something to meet these needs by usin currently available income, the question will only be partially solved in this manner. Future legislatures will need to re study the over-all needs of all the state's road systems to find real equity and justice for all.

THIS MONTH'S COVER

When a school bus and a heavily loaded truck meet on one of North Carolina's narrow bridges, the close shave can be alarming. The unposed cover photograph, snapped by Charles Snow on old US 1 north of Raleigh, illustrates this situation. Both vehicles ran off the pavement to avoid sideswiping. Narrow bridges, along with other similar problems, were studied in the Highway Commission's $30,000 highway deficiency report reviewed in this issue.



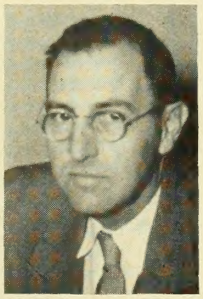
North Carolina Has $305,000,000 In Deficiencies On Primary Highways

Exhaustive nine months survey reveals that 69 per cent of heaviest traveled roads are inadequate for today's traffic.

THE FIRST comprehensive survey of North Carolina's primary highway needs —recently completed by the Highway Commission — indicates it would take over $305,000,000 to bring deficiencies on about 4,000 miles of road up to tolerable 1951 standards.

The study shows what many engineers and citizens have long believed: That over one-half (69 per cent) of our primary highways are inadequate for present traffic demands and the ratio of deficiencies is growing every day.

Statisticians and engineers who made the highly accurate survey spent months inspecting every mile on the Commission's most heavily traveled highway system. They measured sight distance, curvature, grade, width of bridges and all the other factors that determine high-



JAMES S. BURCH

way utility. It was the first time such a study had been made on a state-wide basis and results, printed in a 50-page booklet, will serve as a guide for future highway construction in North Carolina.

Dr. Henry W. Jordan, Highway Commission Chairman, has issued the following statement commenting on the survey:

"The information contained in this report has been gathered and compiled as a result of a $30,000 survey authorized by the State Highway and Public Works Commission twelve months ago.

"It is the first report of this nature and it provides the most comprehensive and significant over-all survey of North Carolina's primary highway needs ever assembled in one report. As such it should be of general interest to all the people of North Carolina. Its purpose is to lay before the Commission and the people a carefully drawn accurate picture of their main-line highway deficiencies as viewed by the Highway Commission's experienced engineering staff.

"Although many of the improvements recommended may not soon be realized—since the total price tag placed on this

work is $305,000,000—we have here for the first time a blueprint for future action, drawn not by whim or prejudice but by impartially viewing the over-all needs of the Primary Highway System. It is our hope that the information herein compiled may be the beginning of a long-range program of primary highway rehabilitation which will be adopted and carried forward by the present and future Highway Commissions."

James S. Burch, Engineer of Statistics and Planning, who supervised and directed the survey, points out that "if currently available funds for all construction purposes were concentrated on the 4,085 miles of road surveyed here, it would still take from 15 to 20 years to fulfill present needs."

County-By-County Report

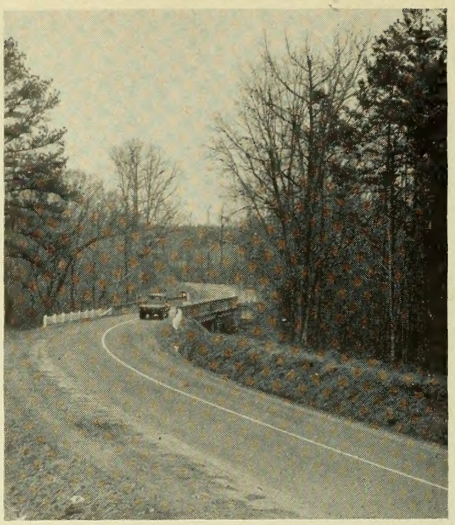
The report contains maps of each highway division showing those sections of highways recognized as deficient. It also lists each deficiency county by county and estimates what it would cost to correct them.

In presenting the needs report the Highway Commission emphasized that one of the major reasons for increasing deficiencies is the amazing increase in traffic volume over the past 20 years in North Carolina.

Here is what has happened:

	1930	1950	Per Cent Increase
Gasoline used in motor vehicles (gallons)	251,901,030	810,108,000	222%
Motor vehicle registration (calendar year)	474,081	1,171,206	150%

This explains why North Carolina's major highways, largely built by standards of the 19 0's, have been unable to meet the demands of 1950 traffic. Says Burch: "We have about four times the travel, and well over double the number of motor vehicles now that we had in 1930. Our 1950 travel on main highways jumped about 13 per cent over that in 1949."



Sharp curves and narrow bridges were two of the major deficiencies found on North Carolina's primary highway system. This photograph (US 158 between Oxford and Roxboro) illustrates the double hazard when both deficiencies are combined at one location.

The Statistics and Planning Engineer also points out that the state highway system was initially laid out and paved before the era of wide and heavy trucks and fast buses. It was planned only for low volume and low speed of automobile traffic and attention was given to the economical aspect rather than to the service of heavy vehicles and high traffic volumes. "While many improvements have been made," he concludes, "the original alignment and grade features remain today on a major percentage of the length."

To further complicate the picture, th state took an unprecedented step in 193 in assuming financial burdens from th counties for the entire county road sys tem. This relieved property from all roa taxation, but it placed a heavy burden o the Highway Commission, even with th one cent increase in gasoline tax whic became effective at the same time. In creased pressure from rural areas fo better county roads grew during the pe riod of the thirties and forties, culmin ating in the $200,000,000 bond issu program of 1949.

Until this bond money became avail able, the primary highway system un doubtedly suffered because of the neces sity of splitting highway income betwee these two responsibilities. In the 195 General Assembly the Highway Commis sion has been confronted with a proposa to make this a three-way split by bring ing in streets in cities and towns. Many of the proponents of further street aid contend that the job can be done without further increase in highway revenue, but Commission engineers, looking back on the experience of 1931, do not agree.

Some of the major observations made about North Carolina's primary highways as a result of the survey are as follows:

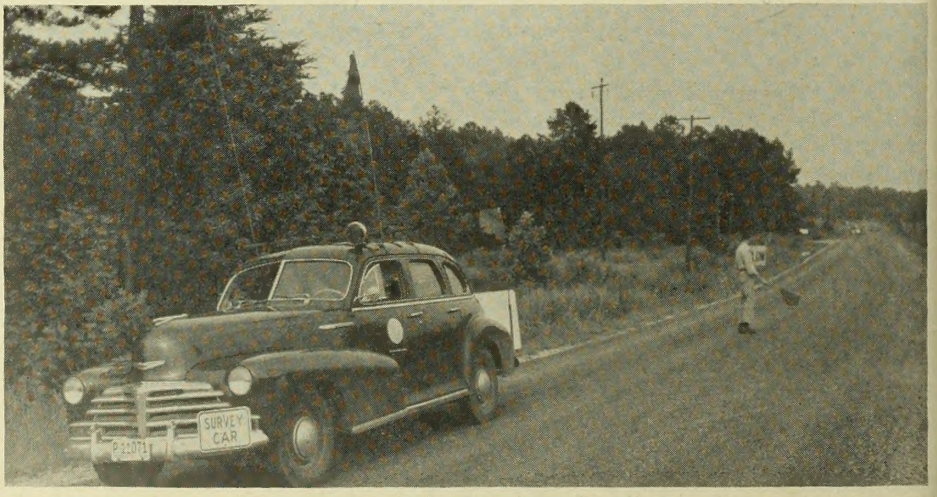
(1) Of the 595 miles of rural highways on the Interstate System of Highways in North Carolina, only 25.4 miles (or 4 per cent) are fully adequate in every respect;

(2) Estimated costs of improvements recommended on the non-interstate system total $187,274,100 or $85,819 per mile;

(3) Divisions of the state having the highest value of total needs for both systems are the Ninth and Tenth, both of which are largely mountainous and contain major interstate lengths.

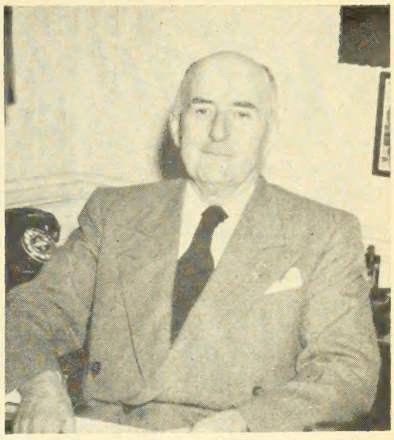
Copies of the new report may be secured from the Highway Commission's information office at Raleigh.





To make the survey, highway cars equipped with special instruments logged every mile, recording length, curvature, sight distance, etc. The speed of about 60 miles per day made written recording too slow, so the notes were dictated into a portable voice recorder (see photograph on the left). Voice records were mailed daily to headquarters for transcription and plotting. The report, including all field work, took over nine months to finish.

Guy Hargett Raises Tobacco, Cattle, Timber On 2,000-Acre Farm



W. GUY HARGETT

W. GUY HARGETT received a unique present on his 53rd birthday. Governor Scott appointed him commissioner for the 12-county Second Highway Division in southeastern North Carolina. Immediately the press reaction was complimentary.

The Kinston Free Press congratulated the Governor on his selection and called Commissioner Hargett "a man whose capacity for public service has been proven so well in other fields." The newspaper also labeled the new Commissioner an "able servant."

Now, almost two years after Mr. Hargett took over as Commissioner and during a period when the $200,000,000 rural road program got into high gear, two other groups have written to bestow their praise on the Second Division Commissioner.

The Pamlico County Board of Commissioners wrote in their letter: "It is our feeling that never before since the organization of the North Carolina State Highway and Public Works Commission has our county had the consideration that you have so kindly and generously given us."

Elsewhere in the Second Division, the citizens of Salter Path have sent "many, many thanks to our Second Division Commissioner (and others) for their tireless efforts in completing the hard-surfacing of our road."

W. Guy Hargett, the target of these compliments, is no stranger to any of the counties in his district. A Jones County farmer on land which has belonged to his family for six or seven generations, he has served his area in many fields of endeavor during the last three decades.

He helped organize the Kinston Production Credit Association which serves Jones, Onslow and Lenoir counties and he was a member of its board of directors for many years.

He also helped organize the Jones-Onslow Rural Electrification Corporation, of which he serves as secretary-treasurer.

At the time of his appointment to the Highway Commission, he was a member of the Jones County Board of Commissioners, a position he held for 16 years, serving as chairman for several terms.

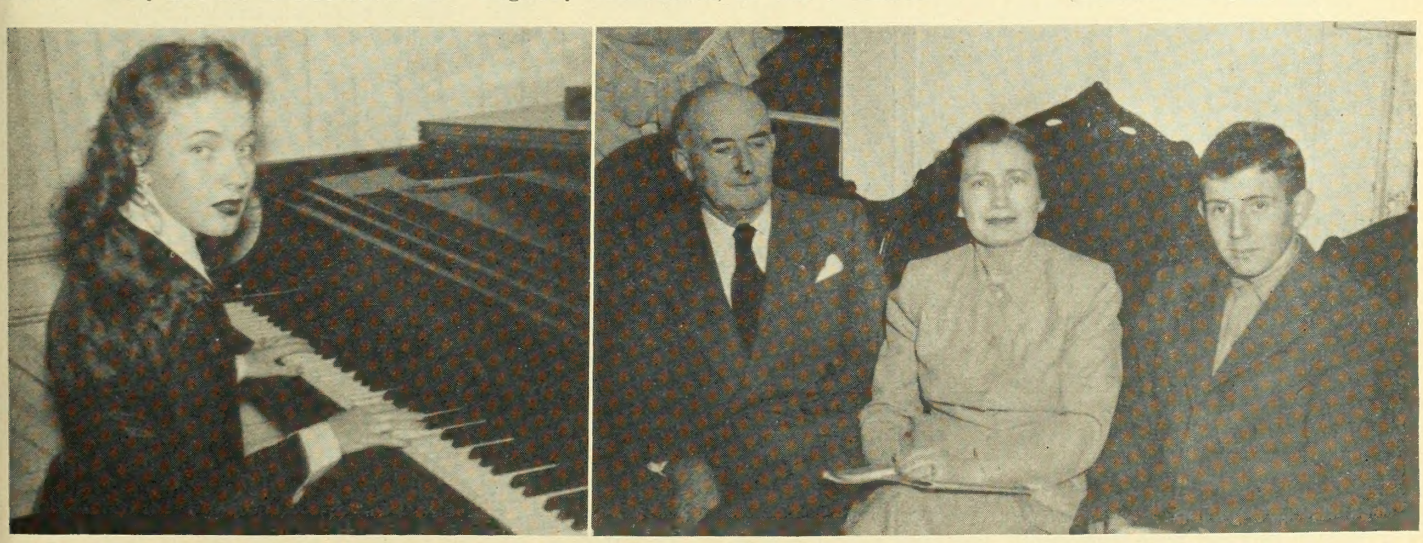
He is currently assistant manager of the Farmers Cooperative Warehouse in Kinston.

Mr. Hargett's personal affiliations also bring him in contact with many persons in the county. He is a member of the Richlands Methodist Church where he has been on the Board of Stewards since 1932. He is superintendent of the Sunday School, and both a Shriner and a Mason with the New Bern Sudan Temple.

At present, Commissioner Hargett has more than a full-time job keeping up with his highway duties and supervising his 2,000-acre farm near Richlands. He handles most of his highway business from the Kinston district office located about 20 miles from his farm, "Marl Hill," where he raises tobacco, hogs, cattle and timber. His farm derives its name from the fact that mineral deposits of marl are found there.

Cattle is his specialty and has been for a number of years. The Commissioner's

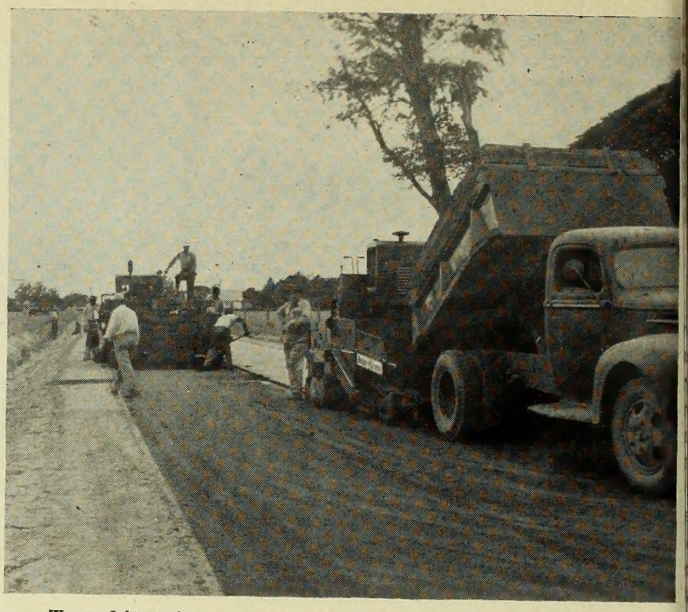
(Continued on page 19)



The Second Division Highway Commissioner has a daughter, Betty who is a talented pianist (left). Mr. Hargett is shown above with his wife and 17-year old son, Bryan.

Building Better Bituminous Pavements

Notes on design, construction and maintenance by a veteran Highway Commission engineer



Two bituminous pavers in action near Four Oaks

By T. V. FAHNESTOCK

Bituminous Engineer, N. C. State Highway Commission

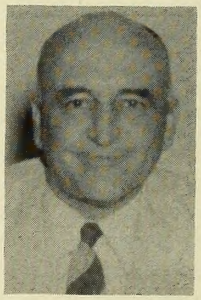
WITHOUT bituminous pavement a large part of the United States now served by paved roads would still be in the dust and mud. Over 400,000 miles of bituminous pavement are now in use on rural roads in the 48 states.

Each year in the design of bituminous pavements we find added emphasis placed on the sub-grade and base course. This is as it should be for the service value of the pavement depends to a far greater degree on the foundation than on the actual design of the pavement itself.

The average citizen might not realize that the design of pavement for rural roads (such as those now being built under the $200,000,000 bond issue program) begins with a location and drainage survey. A soil survey of the area by an experienced soils engineer not only assists in location of the road but pays dividends all the way through the construction period.

All engineers realize that adequate drainage is a "must" for road construction, and this should be provided ahead of the grading. This is stipulated in all specifications, but often it does not receive the proper attention, and soft places develop in the grade which either delay the placing of the pavement or result in subsequent failures.

In laying the grade line for bituminous pavements, flat grades in cut sections should be avoided where possible and especially a break from a steep to a flat grade. Where such grades are necessary, the roadway ditches can be constructed to a grade, varying from the grade of the center line and with sufficient fall to



T. V. FAHNESTOCK

be self-cleaning. Even the best maintenance crews are not able to keep a road properly drained at all times without help from the designing engineer.

During grading operations underground sources of water are sometimes encountered. These are not usually detected when the drainage survey is made. In each case the condition should be studied in order that an adequate system of underdrains may be installed.

When feasible, best results are obtained if the grading and drainage work is performed sometime in advance of the placing of the base course and the pavement. In any event the proper compaction of embankments is necessary and special attention is required to obtain this at grade points, near structures and over pipe culverts.

When the grading and drainage are finished, samples may be taken from the sub-grade, and tests made on these will be of help in determining the thickness of base and pavement to be used. If the pavement is designed before the road is graded, the designing engineer must rely on the data obtained from the original soil survey in which case the importance of this can be readily appreciated.

Unfortunately, there is no proved mathematical method of designing flexible pavements; therefore, designing engineers rely largely upon experience and judgment along with other factors such as soil tests on the sub-grade material, the expected volume and weight of traffic, climatic conditions and service records of similar roads.

The types of bases now generally used under bituminous pavements include selected soil, soil cement, soil bituminous, gravel, stone or a combination of these. The type used should be determined only after a thorough survey has been made of available local materials and consideration given to the factors already enumerated.

Another question which arises in connection with sub-base or base design is the width to which they should be placed. In some sections of the country and under certain climatic conditions, it may be desirable or even necessary for the base to extend through the shoulders. In the southeast this is not deemed necessary and the bases are constructed as a trench section to the same width or one foot wider than the pavement.

Drains may be installed through impervious shoulders on the inside of curves and at the bottom of vertical curves. In the opinion of the writer, these are not necessary, the preferred procedure being to open a series of narrow trenches through the shoulders at any points where

ıe base or sub-grade becomes unstable ue to excess moisture. These trenches ermit the wet area to dry and after the avement has been placed, they are filled ith impervious material. The objection ɔ the pervious drains is that clogged itches or melting snow can cause water ɔ be forced back under the pavement.

Construction Procedure

For bituminous surface courses, the implest and least expensive is the single urface treatment. This consists of a rime of medium curing cut back asphalt r light tar at a rate of from 0.3 to 0.4 allon per square yard. After the prime as cured, rapid-curing cut back asphalt s applied at a rate of 0.2 to 0.25 gallon er square yard and is covered with 10 o 12 pounds of coarse sand or stone creenings. The treatment may be used y traffic at once, but the sand should e kept uniformly spread by dragging vith a light broom drag for about two lays. This thin surfacing gives sur-risingly good results where used by rela-ively light pneumatic tired traffic, but is ıot recommended for use on soil cement ɔases.

In the double bituminous surfacing, the ;ame prime is used followed by 0.4 gal-on of 150 to 200 penetration asphalt and 12 to 45 pounds of 1¼ to ½-inch aggre-gate per square yard. The aggregate is rolled and opened to traffic for 10 days or more and then sealed. The seal con-sists of 25 to 30 pounds of ¾ to No. 16 aggregate and 0.43 to 0.46 gallon of RC-2 per square yard. The cut back is applied in two equal applications, the aggregate being spread and allowed to dry after the first. The aggregate is coated with as-phalt by dragging with a heavy long-base broom drag. The surface is rolled and allowed to cure before opening to traffic. A tighter surface may be obtained by spreading five to seven pounds of seal aggregate or sand per square yard and rolling again. This also permits opening the road considerably sooner. The advan-tages of the drag seal include a smoother surface, protection of the surface from abrasion by coating the aggregate and practically no loss of seal aggregate.

Appropriate grades of tar or emulsified asphalt may, of course, be used in both types of surface treatment.

Coal mix sand asphalt provides a rela-tively inexpensive pavement for use in those localities where local sand is avail-able. This type is especially suitable where a reasonably well graded sand oc-curs in the subgrade. The pavement is usually constructed to a thickness of three to five inches by mixing the aggregate and rapid curing cut back asphalt with traveling plants. The bitumen content is from four to six per cent. The mix is spread and cured with motor graders, disc harrows and rotary mixers, follow-ing which it is rolled with pneumatic tired and tandem rollers. A prepared base is not used under the pavement as the mix serves as a base and wearing surface. When constructed over clay subgrade, an insulating layer of sandy material is used beneath the pavement.

The hot plant mix pavements are con-sidered to be the highest type of all bi-tuminous pavements. The improvements in equipment for mixing, and laying hot mix material in the last dozen years have not only reduced their comparative cost but widely extended their usefulness.

Sand Asphalt Surface Course

The North Carolina Highway Commis-sion has been using hot sand asphalt for new construction, widening and resur-facing for a long period with excellent results.

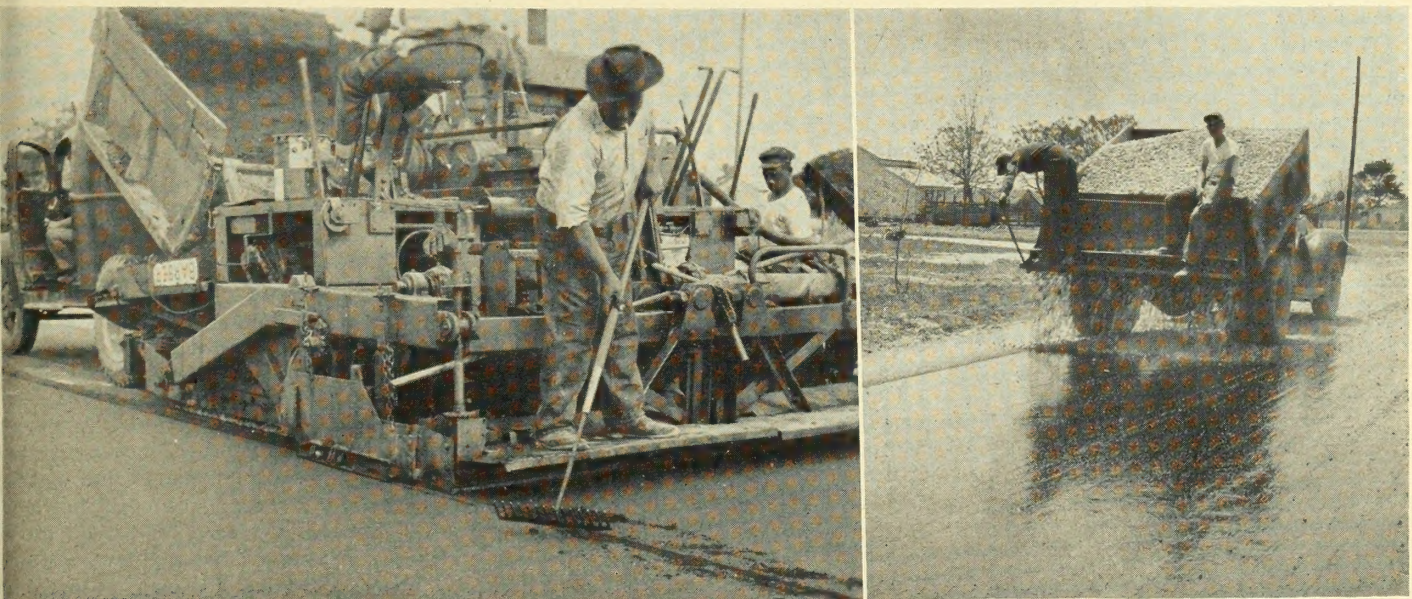
Sand asphalt surface course is placed one to 1.5 inches compacted thickness on a sand asphalt base one to three inches thick or on some other type of base or old pavement.

When used to widen and resurface ex-isting pavement, the sand asphalt base material is placed on the prepared sub-grade or base course in the trench along the old pavement with a mechanical fin-ishing machine. Usually it is desirable to place a wedge course over the old pavement in the same operation. This is covered with an additional leveling course of one-inch of base material then with one-inch of surface course.

The widening and wedge course is placed on the entire project first, then all of the leveling course is placed before any of the surface course. In this way the first two courses receive compaction by traffic before the final course is placed. A tack coat of rapid curing cut back as-phalt is applied to the surface and ver-tical edges of old pavement and tack coats of hot asphalt cement (85-100 pene-tration) are used between the other two layers.

There has been a hesitancy on the part of some engineers to use a flexible pave-ment for widening a rigid type; however,

(Continued on page 16)



A paver applies hot plant mix to a $200,000,000 bond issue road near Four Oaks in Johnston County. The asphalt plant of the Brown Paving Company (contractor on this job) was located several miles away near Smith-field. Right, a Highway Commission truck pours stone over a newly-laid mat. Next a roller will press the stone into the mat. As a final operation, a seal coat will be applied, and the road will be ready for travel.

Lewis Peck Learned Highway Work From Ground Floor Up

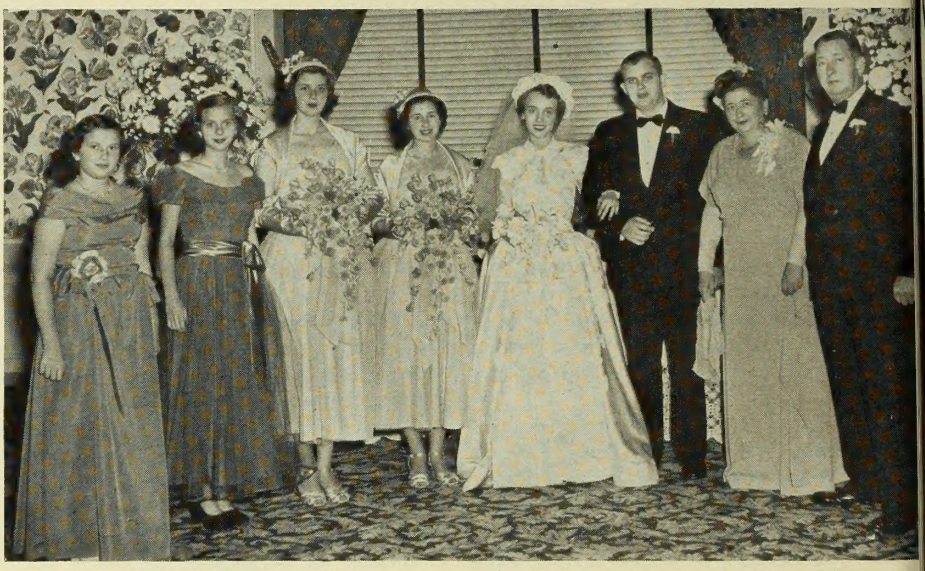
"I WAS A glorified office boy," says Lewis Bernard Peck, the affable, efficient engineer of the Ninth Division, describing the first job he landed with the State Highway Commission.

That was 32 years ago—June 1919—when young Peck started his engineering career in the summer between his sophomore and junior years at State College. He worked under George F. Syme as "boss" of (and only employee in) the Blueprint Department. "When I was not busy as office boy and blueprinter," he recalls, "I spent my time working in the drafting room along with H. K. Witherspoon and W. Z. Betts. Frank Page was chairman of the Highway Commission and Miss Ina Ferrell was his secretary. The entire state headquarters which was located in the Commercial Bank Building was just about the size of one of our division headquarters today."

That summer work following the First World War launched young Peck on his successful career as a highway engineer. During the intervening 30 years he, like many of the Commission's old-timers, served in a wide variety of jobs, learning everything about highway work from the ground floor up.

Thirty-two years' service with one organization is an outstanding achievement in any business—and especially when an individual achieves that record at the age of 51. Lewis Bernard Peck was born January 21, 1900, the son of C. H. and Mary J. Fisher Peck of Cabarrus County. Young Peck grew up near Mt. Pleasant and at Concord. After finishing high school, he entered North Carolina State College in the fall of 1917, graduating in 1921 with a degree of engineering. He received his degree in civil engineering in 1928.

"During the summer of 1920," Mr. Peck recalls, "I wanted to get some field experience and obtained a position with W. F. Morson, who was then in charge of the Raleigh division of the Highway Commission. There were then only four divisions in the state. Mr. Morson sent me to Goldsboro to join 'Uncle Dan' Ulrich, who was his assistant, to help him set the necesary stakes for the contractor to start work on Federal Aid Project No. 13 located between Goldsboro and Mt. Olive. Contractor on this project was Porter and Peck of Roanoke, Va. Their equipment consisted of about eight or 10 mule wheelers. The personnel of the Highway Commission at this time was quite limited and there was a very definite scarcity of resident engineers. Since the contractor on this particular job did not have a very large force at work, I was left in charge of it when Mr. Ulrich had spent three or four days with me, until such time as a resident engineer could be obtained. I was left under the impression that this would be only a week or 10 days. I spent the entire summer as the only representative of the Highway Commission on this particular project, borrowing from the contractor such men as were necessary for me to set slope stakes, etc. I had the unique experience of being paid as a rodman at $60 per month, sending in a daily report as inspector and handling the job as acting resident engineer. I was succeeded in the fall by Fred Jerome who is now located in Raleigh with the Public Roads Administration."



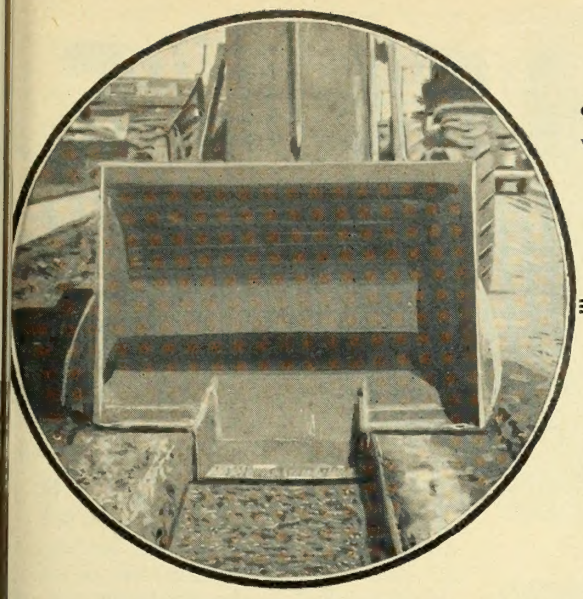
Lewis Peck and his family at the recent wedding of his son. The four Pec daughters are on the left.

During his senior year at State College, Peck worked in the Bridge Drafting Department under W. F. Craven. On May 20, 1921, he began his permanent connection with the Highway Commission which has continued down to the present "When I started work with the Highwa Commission after graduation, L. R. Ame was chief draftsman. I believe Edwar Cothran is the only man still in th Roadway Department who was ther then."

In March 1922 young Peck was trans ferred to Charlotte under J. B. Pridge who was district engineer of the Sixt District. His first assignment there wa instrument man working on projects i Iredell County from Davidson to States ville. In the fall of 1923 he served unde W. F. Morrison on the construction o the Yadkin River Bridge between Spen cer and Lexington. Early in 1925 Peck was promoted to resident engineer and served around the Charlotte and Concord area.

When the Highway Commission was re organized in 1931, Peck moved another step up the ladder. He became district engineer at Concord under H. E. Noell, "D" Division engineer. In 1935 he moved up to assistant division engineer at Statesville and reached the top level in 1937 when he took over the newly formed Seventh Division under T. R. Wolfe, Seventh Division comissioner at Albemarle. He remained in the Seventh until 1949

(Continued on page 19)



This loader with specially constructed bucket excavates a widening trench.

The former State Maintenance Engineer discusses a problem closely tied up with safety on North Carolina highways

Widening Narrow Pavements

By B. W. DAVIS
Equipment Engineer
State Highway Commission

THE ROAD IMPROVEMENT program itiated in the 1920's produced many iles of pavement and paid North Caro-na big dividends, but at the same time left the handicap of much pavement o narrow for modern needs.

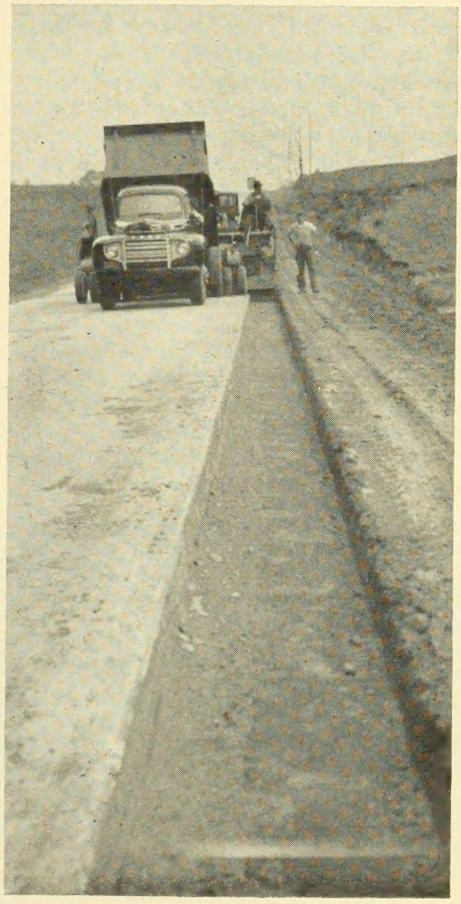
It is difficult and often almost impossi-e to maintain soil-type shoulders so as prevent dual wheel trucks and buses om making ruts adjacent to the edge of -foot, 18-foot and even 20-foot pave-ents. We can remedy this condition to limited extent by widening the pave-ents. Widening projects have become important part of our current high-ay program throughout North Carolina.

The widened area consists of a flexible se covered with a bituminous-type sur-ce. Our engineers always make the se for the widened section as thick as thicker than the old pavement. Bases e built with top soil, sand-clay, sand-ay-gravel, gravel, crushed stone, sand phalt or soil cement. We use available cal materials when practical.

The widening is added on each side of e pavement and totals either four feet six feet depending on the width of the old pavement. The widened area with flexible base and bituminous surface provides a transition between the rigid pavement and the soil shoulder. A sod is usually obtained on the shoulder adjacent to the widening by planting Korean lespedeza. The sod not only retards soil erosion but it also gives an area of sufficient firmness for emergency use. The widened area later will be used as a base for a bituminous surface placed over the entire width—old pavement plus the widened strip.

When the complete widening is done on a single project, the base is compacted in layers not more than four inches thick. However, a large amount of widening is done in progressive stages. In the latter case, the local material is placed in one layer, rolled with trucks and a motor grader and then given a preliminary split-seal bituminous surface treatment.

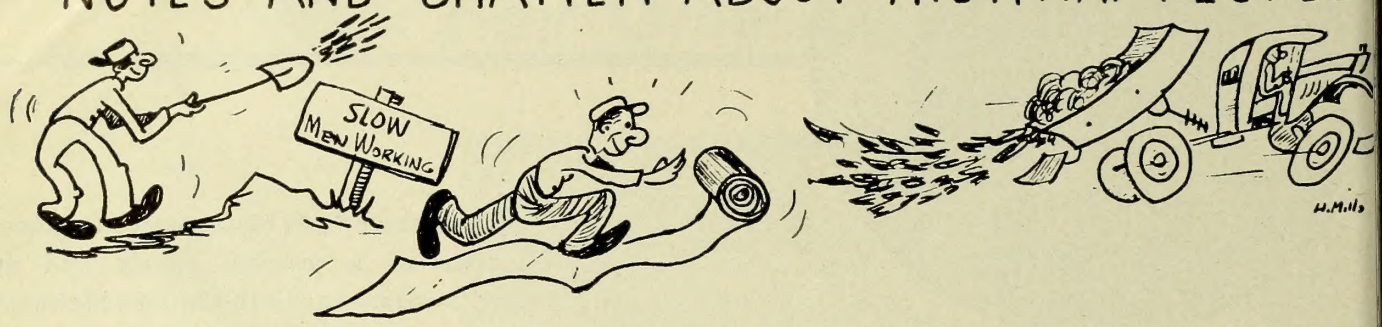
After traffic and the elements have compacted this widened section and when conditions warrant and funds permit the widened area and the old road are covered with a retread or a plant-mixed bituminous surface.



Widening projects are an important part of the state's current construction program. Here surfacing is being emptied into the previously-dug trench.

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



HEADQUARTERS

WORK CONTINUES on the new five-story headquarters building at Wilmington and Morgan streets in Raleigh. . . . With foundation laying complete, giant steel girders rise above the ground and dozens of sidewalk superintendents view the precision work with satisfaction. . . . Capitol Square traffic has been rerouted to cut off one-half a block of Wilmington Street while heating pipes for the new building are being laid. . . . Headquarters employees have occasionally leaned out of third and fourth story windows of their old headquarters building to talk with workmen calmly balancing themselves on girders five stories in the air. . . . Down below the welding company's truck flashed a bright slogan: "We weld anything but a broken heart and the break of dawn."

SOMETHING NEW has been added to the Prison Department's improvement program. . . . *Chief Steward A. E. Cole* of Central Prison conducts a cooking class weekly and through a booklet which he prepared gives many helpful "home-making" hints to prison camp stewards. . . . Example: "Heat a lemon thoroughly before squeezing and you will obtain nearly double the quantity of juice."

C. M. (UNCLE BIM) SAWYER of the Highway Commission's Locating Department uses his draftsman talents to good advantage during the General Assembly session. . . . This year he was again author of the diagram showing House and Senate seating arrangement. . . . "Uncle Bim" has been responsible for this job for 15 years.

OLD-TIME highway employees were saddened to hear of the death of *Roy Cates*, formerly right-of-way engineer for the Commission. . . . Sympathy is also extended to *G. W. Sutton* in the recent death of his sister.

A NUMBER of headquarters employees have left the Commission to work for Uncle Sam in the Armed Services. . . . These include *Howard Harrison* of the Roadway Department and *Gus Saparilas* of the Bridge Department.

THE STEARNS FAMILY apparently isn't in the least superstitious. . . . *Cecil Stearns* of the Accounting Department is 13 years older than his brother who in turn is 13 years older than Cecil's son, *Raymond*, who works in the Roadway Department. . . . Raymond is 13 years older than *his* brother who is 13 years older than Raymond's young daughter. . . . What's more, Cecil lives in the 13th house on his block and the last plane Raymond flew in the Air Corps was KI 13!

NORTH CAROLINA highway official traded top coats and ear muffs for summer attire back in December when they attended the American Association o State Highway Officials convention in Miami, Florida. . . . The accompanying photograph shows a group of Tar Heel officials attending a party given in their honor by Dickerson, Inc., of Monroe N. C., on the yacht "Tumbler". . . . Scattered throughout the group are *W. E Hawkins, A. Wilbur Clark, Dr. R. E Earp, L. W. Payne, W. H. Rogers, Jr. Joseph Graham, L. E. Whitfield, T. B Gunter, Jr., L. B. Peck, T. V. Fahnestock Ed Cothran*, and *L. D. Hicks.*

TWO OTHER Miami vacationists were *Carl Ulmer* and *Jimmie Coiner* who attended the Orange Bowl game between Clemson and Miami.

R. F. NICKEL, engineer with the Bridge Department, is the proud father of a new baby girl known as *Susan Mees.*

TWO NEW EMPLOYEES in the Bridge Department are *C. B. Patton, Jr.*, of Sanford who is a returnee and *J. E. Higgins* of Cary.

AT THE SAME TIME four other Bridge Department employees resigned—*A. S. McRimmon, R. E. Lee, Mrs. Margaret Williams*, and *Mary E. Tyner.*

TWO RESIGNATIONS in the Roadway Department include *W. Andrew Ward* who resigned to become assistant city engineer at Rocky Mount and *J. S. (Pat) Goodman*, who is now assistant city engineer at Wilson.

FELLOW BRIDGE DEPARTMENT employees wish a speedy recovery for *Bruce Conner* who has been on the sick list recently. . . . Bruce, who has been with the department since 1922, is one of the bridge experts with the Commission. . . . *J. P. Warren*, also of the Bridge Department, spent some time in the hospital recently.



MIAMI CONVENTIONISTS

R. A. SAPP is the newly-wed in the Bridge Department, having succumbed to the wiles of *Loretta Joyce Currier* of Washington, N. C.

ROADWAY DEPARTMENT employees welcomed a familiar visitor to their midsts recently. . . . She was *Edythe Crocker*, former employee now with her husband stationed in New Jersey.

SAFETY ENGINEER H. D. JONES was a speaker at the annual winter meeting of the North Carolina Society of Engineers. . . . He was 1950 president of that organization.

DIVISION ONE

THE MEN in the accompanying photograph are applying hot sand asphalt produced at the Commission's plant near Ryland in Chowan County. . . . Left to right, they are *I. L. Wooten*, road foreman of Tyner; *A. G. Grizzard*, construction superintendent of Scotland Neck; *Ben Boyce*, laborer of Tyner; *L. N. Wooten*, finishing machine operator of Macclesfield; and *Thomas Sharpe*, laborer of Tyner. . . . At the time the photograph was taken the men were working on a road from Acorn Hill to Sandy Cross in Gates County.

L. R. RHONE of Rich Square will find himself on the retired list come April 1. . . . Mr. Rhone has been a section foreman with the Highway Commission since 1931. . . . For ten years prior to that he worked with the Northampton County Road Board.

FIRST DIVISION new parents are *Mr. and Mrs. B. L. Neal* and *Mr. and Mrs. G. R. Young.*

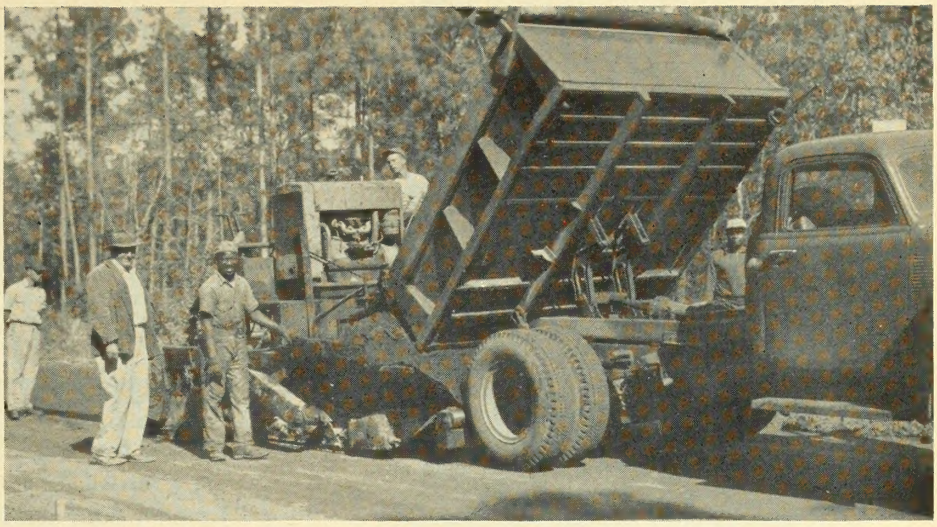
SYMPATHY is extended to the family of *J. T. McPherson* of Camden who died at the Albemarle Hospital in Elizabeth City several months ago. . . . Mr. McPherson worked for the Highway Commission as a machine operator for four years.

SPEEDY RECOVERY WISHES are extended to *W. A. Renfro*, gang foreman who has been out of work for several months, and to *Mrs. P. L. Jackson*, who recently underwent a major operation.

RAYMOND E. THOMAS, supervisor of Manteo, traveled across North Carolina to Madison County to spend recent holidays.

DIVISION TWO

RIGHT-OF-WAY ENGINEER J. G. GIBBS of Greenville was paid a high compliment recently. . . . *John W. Beaman*, attorney of New Bern, wrote a letter to *Chairman Henry Jordan* commending Gibbs for the fine way he handled certain right-of-way negotiations in Craven County in connection with the building of the Neuse River Bridge. . . . The lawyer wrote, "We found Mr. Gibbs at all times to have the sincere purpose and intent of adjusting the matters under discussion with fairness and justice to all parties concerned."



COMMISSION-PRODUCED ASPHALT





BOWLERS AND FISHERMEN IN THE SECOND

THE SECOND is full of sportsmen. . . . The group of fishermen shown on the docks near Ocracoke bagged five large fish. . . . Shown on the lower row are *Bob Shepherd*, *Bryan Hargett* (son of Commissioner Hargett) and *C. Y. Griffin;* top row, *R. Markham*, the guide, *Commissioner W. Guy Hargett* and *Bob Shepherd, Jr.*

C. W. SNELL, JR. and *C. Y. Griffin* also recently tried their hands at goose hunting. . . . Another sportsman is *P. D. Lupton* of Washington who on a fishing trip to Hyde County caught three fish in five minutes. . . . The largest weighed five pounds.

THE SECOND has a topnotch bowling team, too. . . . At press time the team made up of *G. A. Taylor*, *Charles Snell*, *Warren Davis*, *Bobby Smith*, *Sam Credle* and *Johnie Pollard* (see photograph) was leading by seven games in the Greenville city league. . . . Taylor, star bowler on the highway team, also leads the league with high average for the season.

SECOND DIVISIONERS who have been called to the Armed Forces are *Donald R. Walton* of Jacksonville, *Horace Jernigan* of the Locating Department, *W. A. Phelps* and *Calvin T. Clark.*

SYMPATHY is extended to *Charles Snell* in the death of his mother. . . . To *D. M. Bridgman*, maintenance supervisor at Columbia, in the death of his father. . . . To *Matt Edward Wiggins* in the death of his infant son.

MR. AND MRS. R. A. POLLOCK announce the arrival of an addition to their family, *James Michael.* . . . Also, *Horace H. Hill* is on the new father list.

TWO NEWLY-WEDS in the division are *Owen Dewitt Stilley* who was married to the former *Stella Agatha Jenkins* and *Leslie Blake* of Washington who married the former *Ada Pearl Swindell.*

THOSE ON THE SICK LIST recently were *M. C. Miller* of Ernul, *Dan T. Fisher*, *A. G. Mobley*, *J. S. White* and *G. A. Roper.*

SECOND DIVISION COINCIDENCE: Three district engineers who work or formerly worked with *Second Division Engineer R. Markham* are new fathers. . . . They are *R. A. Pollock*, district engineer at New Bern, *Bob Dawson*, district engineer now in the Fourth Division and *Ivan Hardesty*, district engineer at Raleigh.

(Continued on page 12)

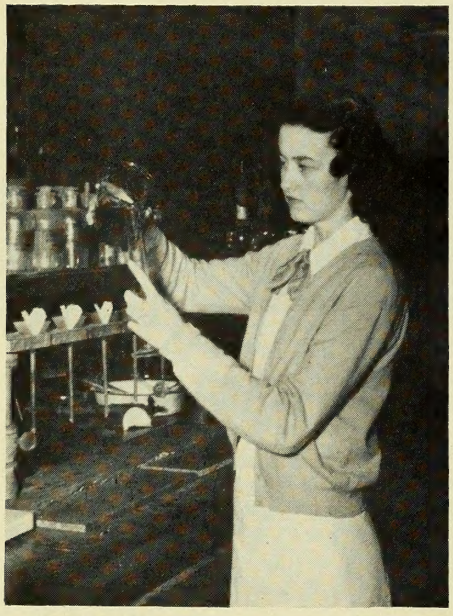


O. K. STEPHENS . . . Furniture Maker

OWEN K. STEPHENS

OWEN K. STEPHENS, sign supervisor for the Eighth Division in North Wilkesboro, makes use of his woodworking hobby both at home and at work.

The division office conference room now contains a large table he built, and his wife finds he is ideal for making antique reproductions which she likes. These include a folding military table, tilted top dining table, a bed, corner cupboard and the walnut tea wagon shown above. Mr. Stephens also designed and made his own power machinery.



BARBARA CRAWFORD . . . Chemist

BARBARA CRAWFORD

BARBARA CRAWFORD, a State Highway Commission employee with beauty and brains, is the first woman chemist ever employed by the Commission. A native of Raleigh, Barbara has worked in the Chemical Testing Laboratory since her graduation from the University of North Carolina last summer.

Fellow employees refer to her as "Becky." They say she resembles the pretty sweetheart in the "Abbie Slats" comic strip.



P. L. WELCH . . . Mayor

P. L. WELCH

IN HIS spare time P. L. Welch, engineer in the Fifth Division office, serves as mayor of Hamilton Lakes, an incorporated suburb of Greensboro, with a population of 1,200. Elected to the office in May of 1949, he retires from his extra-curricular job this spring.

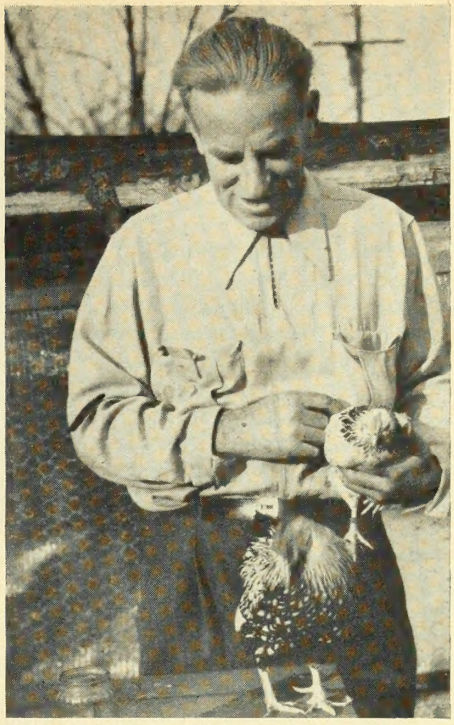
Welch has been employed by the Highway Commission since 1935. He also worked for the Commission from 1926 to 1931 but left to join the War Department and U. S. Coast and Geodetic Survey for four years.

PEOPLE

HARRY HUDSON

HARRY HUDSON, employee in the Ninth Division shop in Shelby, raises prize bantams and they usually manage to take honors every time they are shown. Blue ribbons are a commonplace item at the Hudson home.

Mr. Hudson has shown his bantams, about 80 in number, at the Cleveland County Fair, the Southeastern Fair at Charlotte, Spartanburg fair, Rochester, N. Y., Madison Square Garden and at the largest poultry show in the world in Oklahoma City.



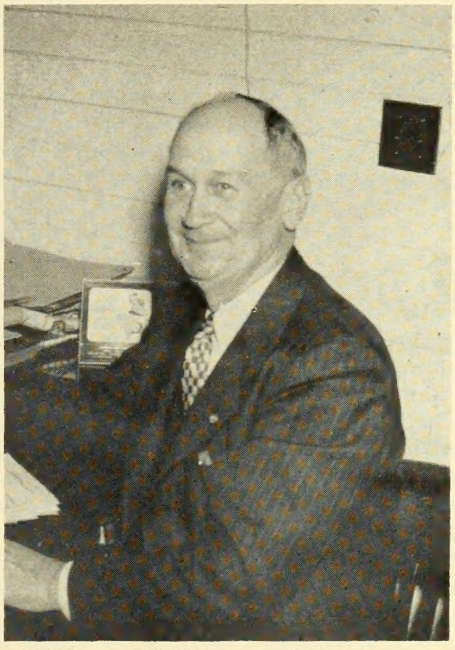
HARRY HUDSON . . . Prize Bantams

HEBER GRAY

HEBER GRAY district engineer for the Second Division in Kinston, rounded out 30 years of service with the Highway Commission several months ago. He says he has enjoyed every minute of it.

Gray began his highway construction work as a rodman in 1919 when Lenoir County began its first road program with the help of a $2,000,000 bond issue. Shortly thereafter the newly-organized State Highway Commission took over the program and Gray as well.

Successive promotions now find him in charge of road work in Lenoir, Pitt and Greene counties.

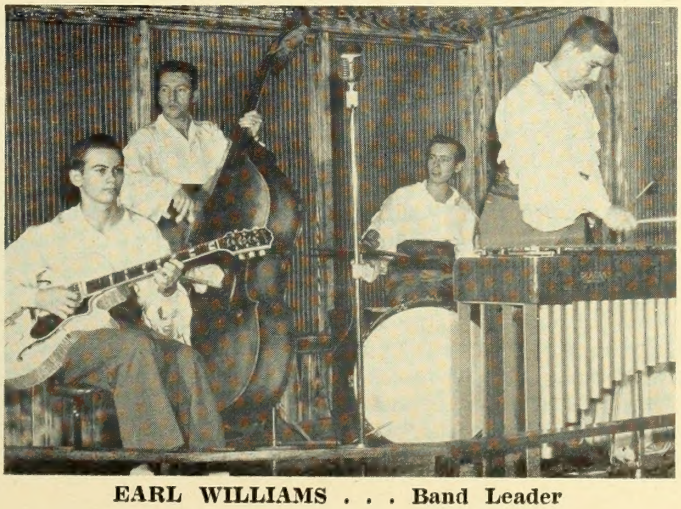


HEBER GRAY . . . Thirty Years

EARL WILLIAMS

EARL WILLIAMS, second from the left in the photograph, is a Road Department employee in Raleigh on weekdays and a band leader on week-ends. His four-piece band with the slogan "music for dancing and romancing" plays every Friday and Saturday evening at Club 15 near Raleigh on the Fayetteville highway.

Earl was a professional musician for three years prior to coming with the Highway Commission in 1949. His band traveled throughout North Carolina and Virginia in addition to doing radio broadcasts and making advertising transcriptions.



EARL WILLIAMS . . . Band Leader

(Continued from page 9)

DIVISION THREE

LETTERS OF COMMENDATION for highway work well done continue to reach the Highway Commission. . . . Duplin County commissioners in a letter to *Commissioner Wilbur Clark* recently stated that two more years of work similar to the past two would put all sections of the county in good condition. . . . In a later resolution, the Duplin board again expressed appreciation for the road program. . . . The board of commissioners for Cumberland County noted that the "road expansion has been effectuated with a great deal of foresight and efficiency in highway engineering". . . . Columbus County commissioners felt that the county would receive lasting benefits from the road program. . . . Sampson County commissioners expressed appreciation and gratitude for "the efficient services rendered . . . by Mr. A. Wilbur Clark and Mr. Whitfield and their capable staff."

FAREWELLS were said to a number of Third Division employees entering the Armed Forces. . . . *W. C. Grimes*, highway inspector, entered the Army Engineers Reserves. . . . *M. B. Duncan*, truck driver in Columbus County, was called into the Army. . . . *L. G. Marlowe* and *H. L. Long* were on the alert for their calls recently. . . . *S. M. Brisson*, truck driver in Bladen County, recently answered his call.

R. M. O'BERRY, *T. P. O'Berry* and *G. B. McDaniel* spent the Christmas holidays in Miami attending the Orange Bowl game on New Year's Day. . . . Another sports fan is *R. D. Bartley* who follows basketball activities. . . . Florida was the destination for holiday trips also for *A. T. Hight, A. W. Clark, L. E. Whitfield, T. T. Carroll* and *Archie McIntyre.*

OTHER VACATIONISTS were *M. H. Davis* and his wife who took a business trip to Baltimore and stopped to visit relatives in New York before returning.

DIVISION ENGINEER L. E. WHITFIELD has moved into a new home in the Forest Lake section of Fayetteville. . . . Also Sign *Supervisor Lacy Coleman* moved into a new home on the Raleigh road.

CHRISTINE FAULKNER returns to work with the Highway Commission replacing *Mrs. S. Bunn Frink* as secretary in the division office. . . . Mrs. Faulkner was previously employed in the Right-of-Way Department.

SYMPATHY is extended to the family of *H. M. West* of Bladen County who died in December after a brief illness. . . . He worked with the Highway Commission for five years as a maintenance truck driver.



THIRD DIVISION PRISON OFFICIALS

THE REMOVAL of the last prison cage camp from active duty brought the above prison officials together at White Lake. . . . They are *H. H. Honeycutt*, assistant prison director; *Alonza Peters*, superintendent of the Bladen County camp at Elizabethtown; *R. A. Hux*, superintendent of the camp at Clinton; *J. S. Williams*, superintendent at Wilmington; and *Prison Supervisor J. Robert Hooks.*

THOSE ON THE SICK LIST recently include *J. C. Parkin*, resident engineer, and *C. F. (Red) Bowen, Jr.*

THREE SOCIAL FUNCTIONS took place in the division recently. . . . Sampson County employees met for a barbecue supper at Herring School. . . . A sea food dinner was served to Shallotte area employees at Gause Landing on January 12. . . . Maintenance, prison and equipment department employees and their families in the same area enjoyed a barbecue supper and Christmas party in December. . . . *Maintenance Supervisor E. N. Pearsall* was presented a wrist watch.

IMPROVEMENTS effected on grounds in the Shallotte area include two new guard towers built at the prison camp and two new 6,000-gallon fuel tanks laid prior to the building of a new station.

DIVISION FOUR

ROAD OIL FORCES in the Fourth Division did some counting recently and found that they had used over a million and one-half gallons of asphalt to carry out their work during 1950.

LOOKING to their work for 1951, district engineers, supervisors, the bridge engineer, division mechanic, road oil supervisor and the sign supervisor met to discuss coming work and equipment needs.

CONGRATULATIONS to *Mr. and Mrs. R. W. Dawson* upon the arrival of a new baby girl. . . . Mr. Dawson is district engineer supervising work carried on in Johnston and Wayne counties. . . . Also *Mr. and Mrs. J. E. Harrell* announce the arrival of a new baby. . . . Mr. Harrell works with the maintenance forces.

DIVISION ENGINEER T. J. McKIM'S son, *Herbert*, was married recently.

SYMPATHY is extended to *Frank Martin* in the loss of his mother and to *Assistant Division Engineer Earl Crump* in the death of his wife on February 1.

RESIDENT ENGINEER T. D. GRANTHAM and *J. H. Rosser* have recuperated after illnesses.

D. W. STEHLEY works now with the Location Department, having been transferred from the Construction Department. . . . *David Duncan* with the Road Oil Department recently resigned for other employment.

C. BRYAN AYCOCK, clerk to the Wayne County Board of Commissioners, recently gave the division a pat on the back. . . . He wrote a letter praising the Commission's construction program.

WAKE C. MOORE, section chief in the Falls-Of-Neuse area, reports one snake less in his territory. . . . He found a 14-inch highland moccasin, the victim of a highway accident.

DIVISION FIVE

"THERE'S NO PLACE LIKE HOME," in the opinion of *Maintenance Supervisor J. M. Morton* of Rockingham County who took a recent motor trip through a number of southern states. . . . His informal inspection tour of secondary roads in other states led him to the conclusion that North Carolina's system is still tops.

OTHER VACATIONISTS in the division include *Resident Engineer T. G. Morton, Gang Foreman C. H. Scott, Machine Operator J. C. Smith, B. E. Brewer, Percy Riley, Charles Wagoner, H. F. Osborne* and *Mrs. Harry Bankhead.*

EMPLOYEES IN THE FIFTH have been socializing recently. . . . A. B. Burton Construction Company of Lynchburg, Va., was host to an oyster roast in Guilford County to which division and district supervisory personnel and construction workmen were invited. . . . The Durham County Maintenance Department sponsored a chicken stew supper at the Equipment Garage. . . . *Giles Cruther* of Granville County "threw" a chittlin' feed for members of the district and county offices.

THE HUNTING SEASON was well spent for a number of employees. . . . *F. M. Hudgins* of Oxford bagged one goose and six ducks on a trip to Mattamuskett. . . . *Maintenance Supervisor Kyle Jones* of Person County returned home from his hunting trip with a turkey.

A NUMBER of Fifth Division employees have left their work with the Commission to join the Armed Services. . . . These include *Otis Rogers, Bobby D. Sharpe, Ruben S. Lowe, Voyce L. Thomas, Nevin E. Dayvault* and *Edward Bowes.*

GRADY ROYAL, maintenance supervisor at Yanceyville, and the men working under him at the Caswell Quarry were recognized for their outstanding work during 1950 by *Commissioner J. A. Barnwell.* . . . Barnwell pointed out that the quarry had produced 185,000 tons of stone at a little less than 54 cents a ton and 113,000 lineal feet of pipe at an estimated saving of between $29,000 and $30,000.

SYMPATHY is extended to *Vance Hughes* in the death of his father-in-law and to *J. B. Clark* in the death of his father.

CONGRATULATIONS to the *Carl Painters* whose baby daughter made her appearance recently. . . . Also to *Mr. and Mrs. W. B. Miles* who welcomed a daughter.

THE FIFTH DIVISION CREDIT UNION held its annual meeting several months ago. . . . *R. S. Thomas,* maintenance supervisor in Guilford, was elected president. . . . *C. M. Jones,* gang foreman, vice-president. . . . *P. L. Welch,* resident engineer, secretary-treasurer. . . . All three officers reside in Guilford County.

ON THE JUST MARRIED LIST are *Zane T. Edwards* of Orange County and *Calvin O. Stowe* of Caswell County.

THE LIST of those who have been confined because of illness is a long one. . . . It includes *Margie Sanders, C. H. Miles, "Fats" Wheeler, T. A. Watkins, Jimmy Davis, Kirk Duncan, Johnnie McDade, C. B. Sumner* and *W. E. Haynes.*

FINWICK VAUGHAN of Person County is "Farmer Vaughan" now. . . . He recently repurchased his old home and is doing part-time farming. . . . *Roy Beard* of Granville County looks to the time when his new home in Oxford will be completed.

DURHAM EMPLOYEES were sorry about the departure of *Mrs. June Knight.* . . . She left for Crumpler, West Virginia, to join her husband who is setting up a business there.

A RURAL ROAD RESIDENT recently praised *District Engineer J. H. Proctor* and *Maintenance Supervisor Kirk M. Duncan,* both of Durham, for the cooperation he received from them on a road problem. . . . *I. W. Summerlin* of Route 3, Chapel Hill wrote, "It is most encouraging to see evidence of such interest and cooperation from officials of the State Highway Commission."

DISTRICT OFFICE employees in Durham enjoy their new office on Club Boulevard. . . . *District Engineer Jesse H. Proctor, Right-of-Way Engineer Merle T. Adkins* along with secretarial and clerical help have their offices in the new five-room brick veneer building which was largely built by prison labor. . . . The Landscape Department handled the landscaping project for the new office.

DIVISION SIX

A. J. HUGHES, assistant division engineer, feels prosperous these days. . . . He is building a new home in Asheboro conveniently located near the fairway of the Asheboro Golf Course. . . . Some of the other Sixth Division employees have the same prosperous feeling. . . . New car owners are *T. G. Poindexter, J. H. Alford, Grady Cox, E. R. McGrath, C. W. Purvis* and *L. C. Covington.*

THE EQUIPMENT DEPARTMENT is expanding in the First District. . . . It is building a new shop at the prison camp three miles west of Lumberton.

IT SEEMS Division Six has its share of accidents. . . . *Clarence Renegar* recently suffered the loss of a toe and *G. M. Brooks* lost the index finger on his left hand.

PROUD PARENTS in the division are *Mr. and Mrs. John W. Cagle, Mr. and Mrs. Delbert Hodge* and *Mr. and Mrs. Gilbert W. Overman.* . . . All three couples had daughters.

THE PHOTOGRAPH on this page shows the bridge crew of *E. B. Tomlinson* which worked on the rebuilding of substructures for two bridges on NC 41 in Big Swamp near Lumberton. . . . The men had quite a job, too. . . . Superstructure of the bridge was retained while repairs were made on the substructure. . . . Because of depth of water and mud, spans on the bridges were swung from the top simultaneously with the cutting out of old bents. . . . Traffic detoured during the operation.

UNCLE SAM'S CALL left Sixth Division work ranks much smaller. . . . Among those who left were *Nathaniel E. Lamm, Clyde Cranford, Norman E. Martin, Robert S. Viall, W. H. Stone, William F. Burke, Larry Kelly* and *Frank Lennon.*

BOYD SMITH of the division shop and *Robert M. Rupert* recently resigned.

THREE WIVES of Commission employees spent recent sojourns in hospitals. . . . They are *Mrs. W. T. Smith* of Siler City, *Mrs. E. T. Brame* and *Mrs. W. M. Dye.*

SYMPATHY is extended to the family of *Wendell Ivey* of Lumberton who died recently. . . . He had been employed by the Highway Commission for nine months.

RANDOLPH COUNTY highway employees donated six gallons of blood to the local Red Cross chapter. . . . Forty-eight employees donated one pint of blood each to enable the chapter to achieve its goal of 200 pints. . . . The campaign was initiated to help wounded soldiers in Korea.



BRIDGE WORKERS IN THE SIXTH

DIVISION SEVEN

FRED T. MORGAN, Seventh Division employee in Albemarle, forwarded a thumbnail sketch on *F. T. Adams,* traffic line foreman in the Seventh. . . . He said that Adams, who has been employed

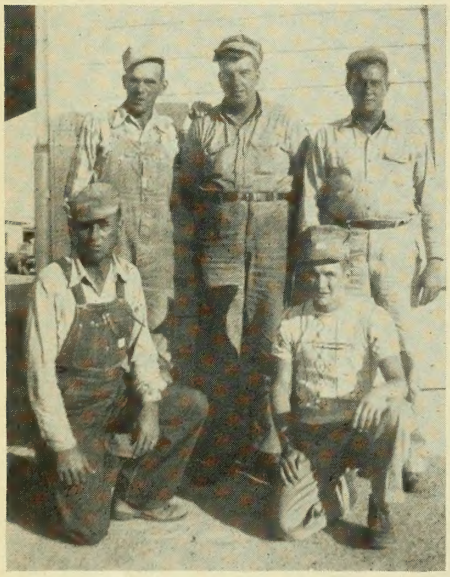
by the Commission since 1936, is the man who "paints the lines and builds the fences" but is also called on to do everything from tearing down old Army buildings to veterinary work.

A DIVISION-WIDE safety and organizational meeting was held several months ago at the prison camp near Albemarle. . . . *Division Engineer M. E. Beatty* commended those present for outstanding work done during 1950 after which *Assistant Division Engineer J. G. Bright* and *P. R. McCorkle* led a round table discussion on accident prevention.

MANY SEVENTH EMPLOYEES were called into the Armed Services recently. . . . They include *H. R. Sanders* of Troy, *R. E. Zachery* of Wadeville, *C. W. Parker* of Rockingham, *D. M. Schenk* and *H. C. Graham* of Rowan County, and *Charles G. Fletcher*, *Bill Holton* and *Hurley Long* of District Three.

THE MEN in the accompanying photograph admiring a nice catch of shad are Seventh Division employees *Lloyd Cooke*, *Robert Rollins*, *I. M. Powell* and *Everette Setzer*. . . . . The men made their haul from the Cape Fear River.

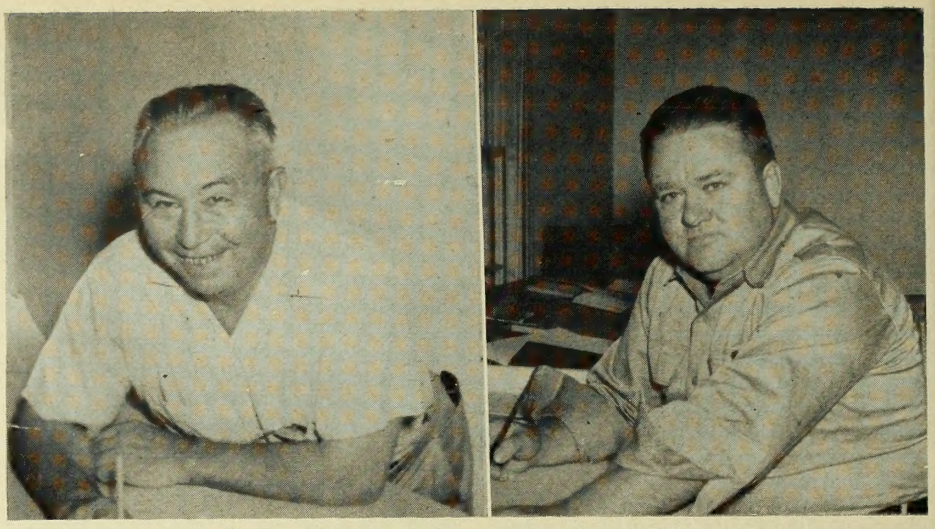
FISHING AND HUNTING of another sort goes on in the division, we hear. . . . That is, hunting for topsoil and fishing for sand to help complete the road program.



"DIRT MOVERS"



FISHING FOR SHAD



THE EIGHTH'S LONG-TIME EMPLOYEES

BOBBY MISENHEIMER, son of *Supervisory Foreman Chester Misenheimer*, and *Tommy Graham*, son of *Section Foreman C. A. Graham*, also joined the Armed Forces.

WEDDING BELLS pealed for *H. R. Poplin* of Stanly County who married the former *Ruby Little*.

A NUMBER of Seventh employees have been confined because of illnesses. . . . They are *Fred Morris*, *C. W. Ross*, *G. C. Castor*, *B. P. Mullis*, *L. E. (Peter) McGinn*, *J. L. Morris*, *W. B. Vance*, *M. J. Campbell*, *K. B. Bost*, *H. D. Hunt*, *J. E. Anderson*, *Ed Dixon*. . . . The wives of *W. C. Phillips*, *C. F. Graham* and *H. R. Morgan* were also on the sick list recently.

SYMPATHY is extended to *R. V. Osteen* in the recent illness and death of his wife. . . . To the family of *Harold Poplin* who was killed in an automobile accident. . . . To *M. A. Bowers* in the death of his father. . . . To the family of *Frank R. Norwood*, highway maintenance employee for many years. . . . To *D. C. Biggers* in whose family there were three recent deaths.

THE "DIRT MOVERS" or heavy equipment operators of Cabarrus and Rowan counties appear in the accompanying photograph. . . . They are *E. C. Freeze*, *H. C. Graham*, *A. H. Overcash*, *D. F. Bost* and *W. T. Kincaid*.

RECENT VACATION TRIPS were taken by *R. L. Chew* (destination Florida), *A. M. Thompson* (South Carolina), *J. C. Phillips* (a family get-together in Durham, the first in five years) and *W. Mason Gibson* (Statesville).

A MEDICAL MEETING of prison doctors was held at the Rowan Prison Camp recently with 24 doctors in the area attending.

MR. AND MRS. M. L. THOMAS, JR., announce the arrival of a new member in their family—a baby girl.

I. M. POWELL, mechanic with the Equipment Department, recently moved into a new home on the Charlotte highway.

DIVISION EIGHT

TWO OF THE Eighth Division's oldest employees in length of service appear in the photographs on this page. . . . They are *Guy Lillard* and *G. P. Price*, both located in the division's office at North Wilkesboro. . . . Guy, who appears in the photograph to the left, is connected with the Eighth's Locating Department and is senior party chief for the division. . . . He has been with the Highway Commission for over 22 years. . . . They say that Guy makes "about the best maps that can be drawn." . . . Price is one of the youngest employees with the longest length of service in the division. . . . An inspector with the Construction Department, he came to work with the Commission at 17 years of age and has a work record of over 23 years.

DIVISION NINE

THE LINCOLN COUNTY Board of County Commissioners has gone on record as "commending the diligent and efficient manner in which *Joseph Graham* has performed the arduous duties of Highway Commissioner."

JOLLIE JONES CARSWELL retired on January 31 after a 28-year period of employment in highway work. . . . Mr. Carswell began work in McDowell County in 1923 and came with the state program in 1931.

THREE EMPLOYEES on leaves of absence have returned to work. . . . They are *Addrian Franklin Simmons*, *D. M. Black* and *Ottie Lee Setzer*.

BARBECUE, steaks and stew were the fare at the McDowell County highway

employees' supper given by *E. D. Ricks*, district mechanic. . . . Mr. Ricks is as good a cook as he is a hunter. . . . He recently bagged a deer weighing 148 pounds.

ACCIDENTS and illnesses took a toll in the division. . . . Those on the sick list have been *Zennie T. Henson, William C. Campbell, Logan Wakefield, Peter T. Hollis, Willard R. Ricks, H. D. Smith* and the young son of *Broadus Phillips*.

L. C. DUNCAN was selected to attend the bituminous inspector classes held in Raleigh during February.

THOSE IN THE DIVISION answering Uncle Sam's call include *Glenn Trout, C. W. Hanna, Jim Mauney, Hilton Eades, Darrel M. Millsaps, C. G. Gibson*. . . *Russell Thompson* spent a recent month at Camp LeJeune but is now back at work.

MR. AND MRS. GLEN ARTHUR MULL announce the birth of a daughter, *Barbara Ruth*. . . . *Drew D. Wright* is a proud but nervous new grandpop. . . . *Mr. and Mrs. W. H. Johnson* of Statesville have a new son. . . . *Mr. and Mrs. Willie D. Williams* also announce the birth of a son, their ninth.

RICHARD DANNER and his new bride, *Catherine Bell*, chose Florida as their honeymoon spot. . . . *Ken Goforth* and his wife and *Mr. and Mrs. J. E. Terrell* also spent a vacation in the southland.

DAVE MILLER, elder son of *District Engineer P. D. Miller*, again made the Dean's List at State College where he is a senior. . . . *R. H. Thompson*, after a leave of absence spent at Tri-State College, is back at work.

J. R. STARRETTE, district mechanic at Statesville, had the unfortunate experience of losing his home by fire recently. . . . Friends, however, were generous in looking after the family's needs.

L. DWIGHT GAITHER possesses an article which could well qualify for the "something old" list. . . . It is a crooked-handled walking cane cut back on April 17, 1777 by his great-great-grandfather. . . . The cane has been passed down through the family for generations.

W. E. McENTIRE, a former employee with the Commission now a student at Appalachian State Teachers College, furnished the music at a division office get-together recently.

E. R. McGIMPSEY and *Mr. and Mrs. R. J. Albert* spent recent holidays in Knoxville, Tenn.

SYMPATHY is extended to *Mrs. Marion Davis* of District One in the loss of her father.

EDWARD CARPENTER has returned to work for the state. . . . During the past two years he worked with a building contractor in Florida.

MR. AND MRS. BUFORD WELLMON entertained at a dinner party recently. . . . Guests were *Mr. and Mrs. R. J. Albert, Mr. and Mrs. W. A. McNeill, T. M. Austell* and *Nell Allran*.

DIVISION TEN

THE TENTH DIVISION highway employees' association was host to a banquet given in honor of General Assembly members from western North Carolina prior to the convening of the Assembly. . . . *G. E. Baskerville* was division association chairman and *L. Dale Thrash* served as host for the meeting. . . . The occasion is held every two years.

THE ARMED SERVICES are calling many members of the Tenth Division family. . . . *Van Bryson* of Jackson County has accepted an invitation from the Navy and *Thomas Franklin Dillard* joined the Army Air Corps. . . . District One saw the loss of *Conrad Boone, Boyd Nelson, Paul R. Lankford, Joe Culbertson* and *Max O. Whitaker* to the Armed Forces.

SWAIN COUNTY boasts a new maintenance shed constructed of concrete blocks and metal roofing. . . . The boys celebrated its completion with a small dedication ceremony.

SYMPATHY is extended to the family of *Clyde Robert Haney* of Cherokee County who died several months ago. . . . He had been employed by the Commission since 1933. . . . Sympathy is also extended to *Claude W. Pritchett* in the death of his mother.

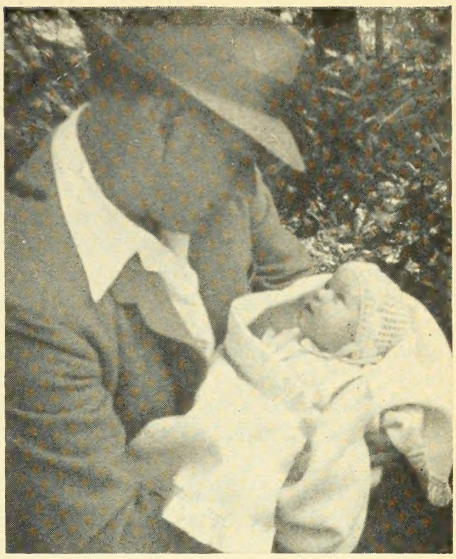
NEW PARENTS in the division include *Mr. and Mrs. Harley McDevitt, Mr. and Mrs. Jack Bocook* and *Mr. and Mrs. Vernon E. Rhodes*. . . . Speaking of babies, *S. W. Kearney* is shown with his young daughter, *Alice Anne*, in the accompanying photograph.

DAN TURNER and his French Renault spent a recent week in Louisville, Ky. . . . He is sold on his automobile after the trip. . . . He says he averaged 43 miles to the gallon!

OTHER VACATIONISTS in the division include *Mr. and Mrs. G. G. Page* (Florida), *Mr. and Mrs. H. D. Aiken* (Washington, D. C.), *E. H. Webb* (fishing in Florida), and *J. W. Ellis* and *Clark Ellis* (bear hunting in eastern North Carolina).

MR. AND MRS. W. A. CORKILL, parents of *Division Engineer W. M. Corkill*, celebrated their Golden Wedding Anniversary recently.

A NUMBER of Tenth employees and their families were recent patients in hospitals. . . . *Mrs. Floyd S. Yount*, wife of the bridge construction and maintenance supervisor, was a recent patient in the Hickory hospital. . . . *W. A. Wilson*, supervisory foreman in Transylvania County, was confined in the Brevard hospital. . . . *J. C. Northcott* was a patient in the Memorial Mission Hospital in Asheville. . . . *Jack W. Sherrill* of Macon County, who has been ill since last summer, has been a patient in the Western North Carolina Sanatorium.



KEARNEY AND DAUGHTER

OTHERS ON THE SICK LIST have been *Mrs. Della Banner* of the Burnsville office and *District Engineer W. B. Ferguson*, who suffered a back injury.

B. J. WALDROOP, gang foreman of Macon County, went on retirement recently. . . . He has a continuous work record since 1923 with the exception of 18 months during World War II when he was employed in defense work.

JANE SETSER, daughter of *Mr. and Mrs. Joe F. Setser*, announced her engagement on a recent trip home.

WORDS OF WISDOM

"You cannot bring about prosperity by discouraging thrift."

"You cannot strengthen the weak by weakening the strong."

"You cannot help strong men by tearing down big men."

"You cannot help the wage earner by pulling down the wage payer."

"You cannot further the brotherhood of man by encouraging class hatred."

"You cannot help the poor by destroying the rich."

"You cannot keep out of trouble by spending more than you earn."

"You cannot help men permanently by doing for them what they could and should do for themselves."

—A. Lincoln

Building Better Bituminous Pavements

(Continued from page 5)

the method described has proven successful on highways carrying a large volume of heavy traffic.

For the past three years North Carolina has been constructing a considerable mileage of secondary roads using one inch of sand asphalt surface course on a prepared base. The base is primed with medium curing cut back and this is allowed to cure. No tack coat is used. Where the bases have been properly prepared, this pavement is holding up very well.

When local aggregates are not available, bituminous concrete binder and surface course mixes are recommended. These should always be specified for locations where maximum stability is required.

Bituminous Pavement Maintenance

The maintenance of bitumnious pavements is a relatively simple procedure if the design and construction have been properly handled.

For single and double surface treatments a light retreatment applied at intervals of from three to six years should keep them in good condition as long as the design is adequate for the traffic. When structural failures occur with such frequency as to indicate overloading, a heavier resurfacing consisting of from one to three inches of cold mix sand asphalt or hot plant mix will seal the surface and provide additional slab strength to carry the increased loads.

The purpose of the light retreatments is to prevent the bituminous surface from becoming brittle due to oxidation and to seal small cracks. The easiest of these retreatments to apply is a sand seal consisting of 0.18 to 0.25 gallon of RC-2 covered with 10 to 12 pounds of coarse sand or stone screenings per square yard. The cut back asphalt will not take up all of the cover material and the excess should be kept uniformly spread by dragging with a light broom drag until the RC-2 has thoroughly cured. When properly done this treatment will not be slick, as the surface will have a sandpaper texture which provides splendid skid resistance.

The only difficult feature of the sand seal is to obtain a uniformly light spread of the cover material. To overcome this, an employee of the North Carolina Highway Commission, A. T. Hight, developed a device for vibrating a simple tail-gate spreader with a concrete vibrator. This equipment is now in use throughout the state and is called the Hight Uni-Spreader. It greatly speeds up the application of the sand seal as well as resulting in a considerable saving in aggregate.

A heavier retreatment which gives good results is the drag retreatment. This is applied in a manner similar to the drag seal on the double bituminous surfacing and consists of 30 pounds of ¾ inch to No. 16 aggregate and 0.4 to 0.45 gallon of RC-2 per square yard. After dragging and rolling, the surface should be choked with five pounds of sand per square yard.

As previously noted, the heaviest retreatments consist of cold or hot mix retreads and the thickness is varied depending on the condition of the old pavement.

Repairing and Patching Bituminous Pavements

The proper patching of bituminous pavements is an essential of good maintenance. When small surface cracks appear in surface treatment they should be sealed promptly with a light application of bituminous material and covered with sand. If neglected they permit water to reach the base and are almost certain to result in complete failure of the pavement.

In repairing base failures the unstable base material should be removed down to a firm foundation and the excavation filled with selected soil base or crushed aggregate. When the base is thoroughly compacted a bituminous patch can be placed.

The edges of all patches should be cut to straight lines with vertical sides and care must be taken to obtain a water tight seal between the old surface and the patch.

A good cold patch material can be prepared by mixing equal parts of ¾ inch to No. 16 aggregate and sand with 18 to 20 gallons of RC-2 per ton of aggregate. The mixing can be done on a section of pavement with a motor grader or in a small mixer. The mix should be allowed to cure for several days before being used and may be kept in usable condition for months if placed in a pile and covered. The coating of damp aggregate, during mixing, is facilitated by the use of an additive in the cut back. There are several materials for this purpose now on the market.

Hot plant mix material, of course, is excellent for patching when available. Bituminous patches of mixed materials should have a minimum thickness of about 1½ inch.

For patching on poor subgrades, or where other persistent failures occur, soil cement has proven very effective. The mix can be prepared in a concrete mixer or pugmill and by using granite screenings with about eight per cent cement, a mix is obtained which works nicely and does not clog the mixer as much as when most soils are used. The use of pneumatic tampers for compacting the mix is recommended for best results.

Engineers concerned with bituminous pavements should be constantly on the alert for improvements in methods of construction and maintenance that will reduce costs and improve results. Judicious use should be made of local materials for bases and surface courses and the whole process flavored with a lot of good common sense because the demand for paved roads is far in excess of supply.

LOOK OUT BEHIND YOU !

DRIVING VEHICLES

Backing

1. Backing a vehicle is an unusual movement; the driver must, therefore take entire responsibility for doing it.

2. Whenever possible, avoid backing by driving around the block instead of turning around in the street, by parking parallel instead of end in, and by stopping exactly where you planned rather than running by and backing up.

3. If backing must be done, be personally sure that all is clear behind at the time; never assume that no one has driven up or stepped off the curb back of you since you last looked.

4. If you have a helper or passenger, have him stand off to one side of the vehicle while it is being backed to warn others, but do not depend on him to keep the way clear.

5. Give signals for backing. Four short blasts on the horn are commonly used. Leaning out of the window and looking back will also warn the driver behind.

6. When forced to stop in traffic, for example, when a signal changes while you are on a crosswalk, it is better to remain standing than to back up. Someone may have walked back of you.

7. When backing around corners or in garages, alleys, etc., be sure that the front end of the vehicle does not swing to one side and strike something while you are looking back.

—National Safety Council

The man who never does more than he gets paid for seldom gets paid for more than he does.

Even the best family tree has its sap.



What's New?

A Roundup of Highway News from Nags Head to Nantahala

BIGGEST news of the 1951 General Assembly—as February waned—was a no-holds-barred fight among various legislative factions over methods for allocating additional highway funds to towns and cities.

One group, powerfully supported in the Senate and the House, sought to give municipalities an annual grant of $5,000,000 for use on city streets only and at the same time turn over construction and maintenance of all highway segments in cities and towns to the State Highway Commission. (At present the Commission builds and maintains all segments of its highway system in municipalities.)

Although nobody claimed this amount would do the total job needed on municipal streets, the proposal was seen as a stop-gap move to head off a proposed State-Municipal Roads Commission bill which called for increased highway revenue. The State Highway Commission maintained that it did not have sufficient funds to do the job needed in cities—and at the same time meet $305,000,000 in deficiencies on primary highways. It was evident that the General Assembly did not concur in this opinion as its proposal, originated in the Senate, moved rapidly through committees in both houses and seemed destined to become law.

As the legislation moved further along, however, more and more legislators were discovering—as had highway engineers and citizens who studied the street problem for 15 months—that the issue is extremely complex and any changes made will have powerful and far-reaching effects on highway construction policies for future years.

THE STATE Highway Commission faced legislation in another important field as the 1951 legislative session moved along. In mid-February a bill to reduce truck weights on primary highways was introduced in the Senate. In preparation for considering this subject, members of the State Highway Commission traveled to La Plata, Maryland, in January to view results of the well-publicized truck weight experiment conducted by the Highway Research Board. Members came back highly impressed by the experiment but not particularly enlightened by the extremely "general" conclusions reached by experiment engineers.

THE FIRST $6,000,000 the state borrowed under the $200,000,000 rural road program was paid off in January. State Treasurer Brandon Hodges signed checks totaling $7,219,000 to pay off the first debt installment on the bonds. One of the checks went to Governor Scott who bought the first road bond sold back in September, 1949. In the photograph on this page, Treasurer Brandon Hodges is paying off the Governor. (He got $60 interest on his bond.)

To date the state has issued $125,000,000 in bonds authorized under the rural road program and an additional $75,000,000 probably will be issued sometime during 1951.

NEWS NOTES: At a hearing on one of the municipal allocation bills in the General Assembly, Highway Commissioner Henry G. Shelton contributed two new expressions to the legislative vocabulary. He confessed he had "controlled admiration" for certain features of the bill under consideration and he said most of the municipalities in his highway division were simply "concentrated ruralities." Committee members said afterwards he put over his point very well in both cases.

Traffic on North Carolina highways surged to a new all-time high during 1950. It rose 61 per cent over 1940, which is used as a base year for Highway Commission calculations.

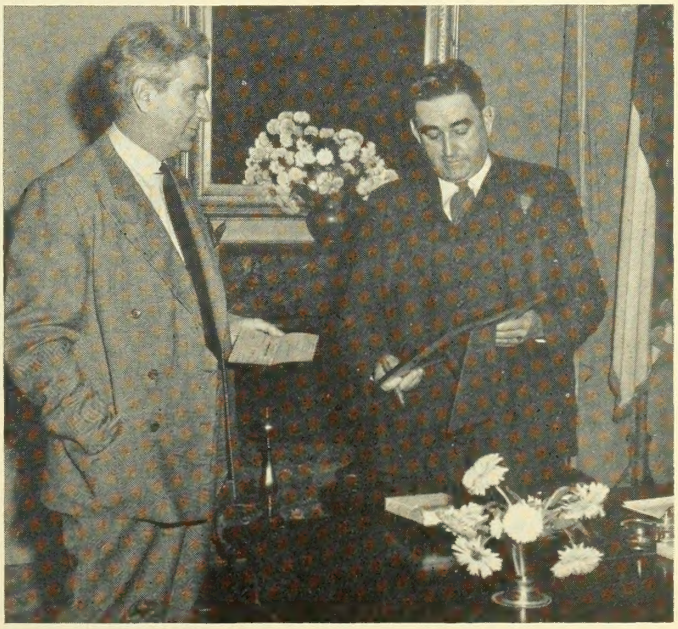
A spanking new $250,000 highway artery has been opened through the center of the town of Pittsboro, making east-west travel on US 64 in North Carolina increasingly pleasant.

Governor Scott has chosen two former governors to serve on a special committee to prepare a plaque for the late Frank Page to be placed in the new highway headquarters building in Raleigh. They are Governor Cameron Morrison and Governor R. Gregg Cherry. Other members of the committee are John Sprunt Hill of Durham, a former member of the Highway Commission, and Dr. Henry W. Jordan, present Highway Commission Chairman.

Highway officials say North Carolina will not be financially distressed in paying off rural bond issue indebtedness if gasoline rationing comes as a result of the war emergency.

The Highway Commission is using a new technique of aerial photography called "photogrammetry" in surveying the route for a newly located highway between Hickory and Statesville.

(Continued on page 20)



THE FIRST BOND MATURES

What Are You Doing About Safety?

By H. D. JONES
Safety Director, Highway Commission

SINCE SAFETY affects you and every person you know—just what are you doing about it? Are you being careful, cautious and safety minded about everything you do at home as well as on the job and going to and from your work? Are you being thoughtful and considerate of others at work, at home or at play?

Were you the person riding with the driver who asked the time of the driver who obligingly pulled out his watch long enough to leave the road and plow head-on into a telephone pole with a terrific smash?

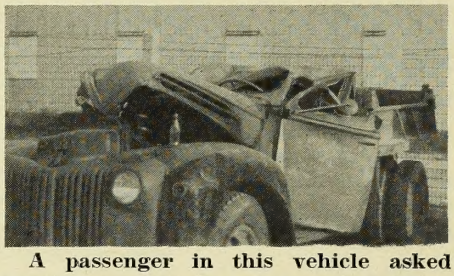
I recall the fellow who was speeding while entering a town and couldn't stop in time. Result—he plowed into a stopped car that in turn rammed into two other cars causing much damage.

How about the fellow who got stuck and gunned his motor until he burned it up? Yet new cars and trucks and parts are harder to get each day.

Every patriotic person today should take extra caution with his own life and the best of care with whatever equipment that is entrusted to him for operation.

In most jobs one has to start at the bottom and work up but in SAFETY we start at the top and work down. Recognizing hazards in operation is TOP MANAGEMENT RESPONSIBILITY. This, in turn, must be passed down through the line of authority until it reaches every single employee. In this manner everyone will know that safety is paramount and must be observed and adhered to by everyone from the boss right on down to the office and water boy, as well as the most expensive equipment operators.

Stress must be put on operation and care of equipment. Many can recall how we had to patch up and tie equipment together with bailing wire and what-have-you during the last war. Are we to profit by experiences so recent?



A passenger in this vehicle asked the driver what time it was.

The last world war brought into common usage alphabetical designations, and at our last National Safety Congress another one was born—STA. It means much to you and to me—SAFETY TASK ASSIGNMENTS. Briefly, it means that every construction or maintenance order to superintendent or foreman should be accompanied by safety suggestions or instructions.

Safety Task Assignments is just as simple as it sounds. It means everyon from the top boss on down through fore man, gang bosses and individual worker must be safety conscious at all times.

Unsafe conditions must not be tolerated Each group individually and collectivel must think and plan safety—passin their ideas and thoughts along for th benefit of all employees.

The first step in any job should b safety planning by top management an in turn this should be passed right o down the line. Any safe job is alway an efficient job.

Extensive planning must go into eac job. Temporary structures must be pro erly designed and built. Operations mus be kept away from high tension lines.

As each job progresses, engineers, su pervisors and foremen should note an and all necessary safety precautions tha apply to the work.

"Why not put the mixer over here s incoming and outgoing trucks won't cros each other's paths?" "Start that tempor ary bridge, and be sure you put heav timber curbs along the sides." "Get go ing on the ditch, but be sure to use sheet ing if it gets deeper than four feet." "Don't store or place piles where they wil roll down a bank or hill." "Start strip ping these forms, but don't drop anythin because men are passing below."

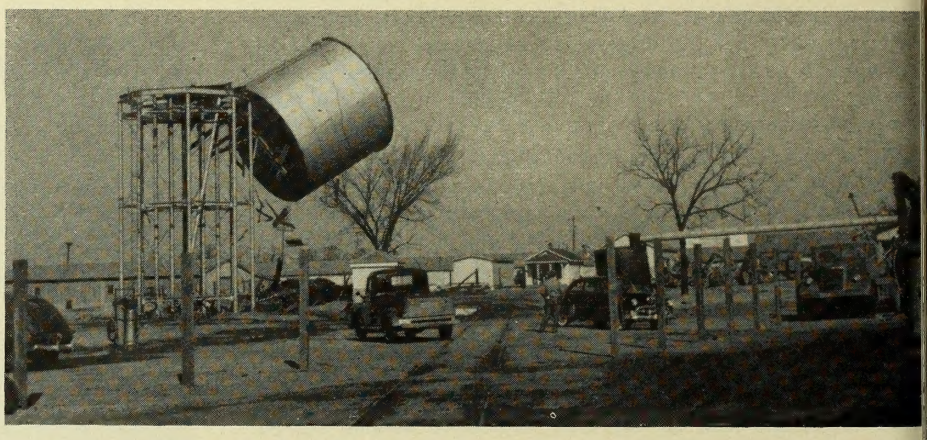
Now you have the idea and if every thing goes right, you'll have a safe job.

PENNSYLVANIA STILL AHEAD

Pennsylvania still holds the all-time national record for miles of road built in a single year—although North Carolina pushed close behind during 1950.

Under Governor Pinchot's program in 1934, Pennsylvania surfaced 6,358 miles of highways, the Bureau of Public Roads reports. In addition, townships and counties completed $7,652,000 worth of local road construction.

During 1950, with the aid of a $200,000,000 bond issue, North Carolina surfaced 4,807 miles of road on all systems, including primary and secondary construction. The North Carolina achievement is believed to exceed that of any other state on a per capita or per motor vehicle basis.



LANDMARK NO LONGER

The old water tower at the Cary Equipment Depot is a landmark there no longer Several weeks ago it was wrecked to make way for the new expansion of the North Carolina State Fair. The entire Equipment Depot will move across the highway to the Highway Commission's new shops as soon as they are completed. Bob Edwards of the Equipment Department caught the downfall of the old tank in the snapshot above. It once stood at a Raleigh high school before it was moved to the shops where it provided water until extension of the city's water lines made it largely obsolete.

Meet the Engineers

(Continued from page 6)

when he took over the Ninth Division at Shelby under the present Ninth Division commissioner, Joseph Graham.

Through his loyal and faithful years of service to the Highway Commission Engineer Peck also was rearing what he describes as a "peck of boys and a bushel of girls." He and his wife, the former Irene Taylor of Louisburg, raised a family of five children, the oldest member of which, Lewis Bernard Peck, Jr., was married several months ago (see photograph). The other children are Mary Anna, Irene, Nancy Durham and Betty Louise.

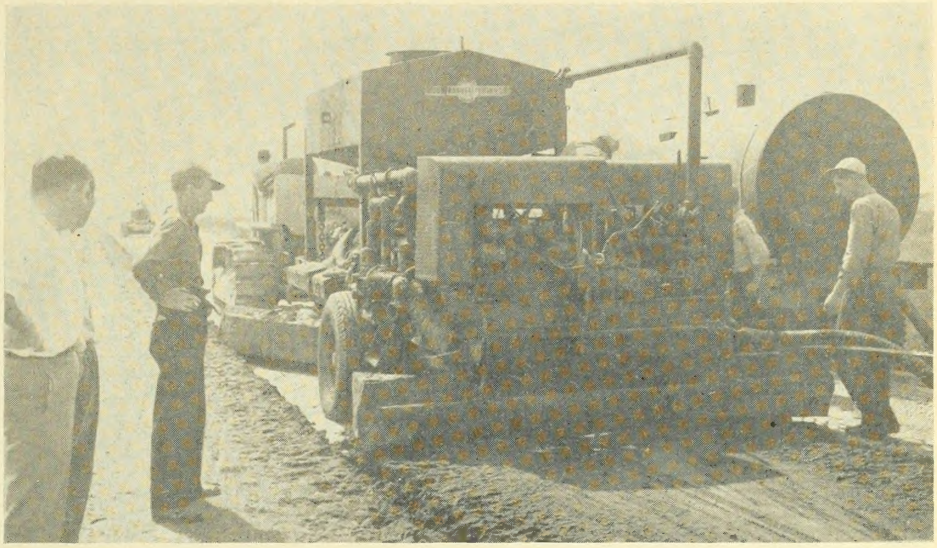
The Pecks are members of the Methodist Church—and incidentally attend the Central Methodist Church of Shelby where the pastor is Rev. Frank Jordan, brother of Dr. Henry W. Jordan, chairman of the State Highway Commission. Peck is a Mason and an Elk.

The Ninth Division Engineer's associates have a high regard for Peck and especially commend his sound business acumen, his ability to work smoothly with the public and his continuing sense of humor.

In reminiscing over his long years of work with the Highway Commission, Engineer Peck said recently: "I can't think of anything I would have rather done than work with the fine group of men and women who built the State Highway Commission. I've worked with many people during the last 30 years and I have many fond memories of the friendships I've made and the associations we have shared."

Capable, upstanding engineers like Lewis Bernard Peck have helped establish the impeccable reputation of the State Highway Commission and have assured success for its vast assignments of road-building across the face of North Carolina.

More Roads Come To The Outer Banks



NORTH CAROLINA'S accelerated road construction program is probing into the previously almost inaccessible regions of the Outer Banks. By the middle of 1951, a paved road will stretch along all except 16 of the 56 miles between Nags Head and Hatteras. The Ballenger Paving Company has construction under way on a 17.8-mile section between Avon and Pea Island (see cut). A ribbon of asphalt already runs from Avon south to the end of Hatteras Island (23 miles).

To visitors who like their Outer Banks romantic and remote this is bad news. But to Hatteras fishermen it means doubling the value of their only source of income. Likewise, it means a reduction in the costs of groceries and other products imported to the island.

Building the new road has been an exciting project for the Ballenger Company. The nearest source of supply is Norfolk 142 miles to the north. The 700,000 gallons of asphalt needed to pave 17 miles must be shipped from there by barge—in this case a converted LST. Ben Dixon MacNeill, the Outer Banks scribe, who has been watching the paving operation, points out that only "sand and sweat are produced locally." But he adds that the total annual cost to the Outer Banks people of not having a paved road is $397,949. Thus, they figure the improvement will pay for itself in three years.

Visiting the Highway Commissioners

(Continued from page 3)

close friendship with Governor Scott began in a cattle auction venture about 30 years ago. The two had known each other slightly while they were students at North Carolina State College around 1915. Later, after World War I, Hargett, his uncle and Scott worked together introducing "milk cows" to the Jones County section. Scott, an Alamance County farmer, obtained the cattle and had them shipped to Hargett's attention at Kinston. The two then put on cattle auctions together.

This era reminds Mr. Hargett of an interesting story about the Governor. After shipping the cattle, Scott himself came on the train to Kinston one evening after World War I. Inquiring about taxi fare out to the Hargett farm at Richlands, he was told that the 20-mile drive would cost about $21. Indignant at the high price, Scott walked the 20 miles and arrived at the Hargett home about three o'clock in the morning.

Hargett and Scott came in contact with each other again on the State Board of Agriculture when Scott was Commissioner and Hargett a member of the board. At this time the Commission was buying test farms and extending its services. The relationship continues today, currently, of course, in highway work.

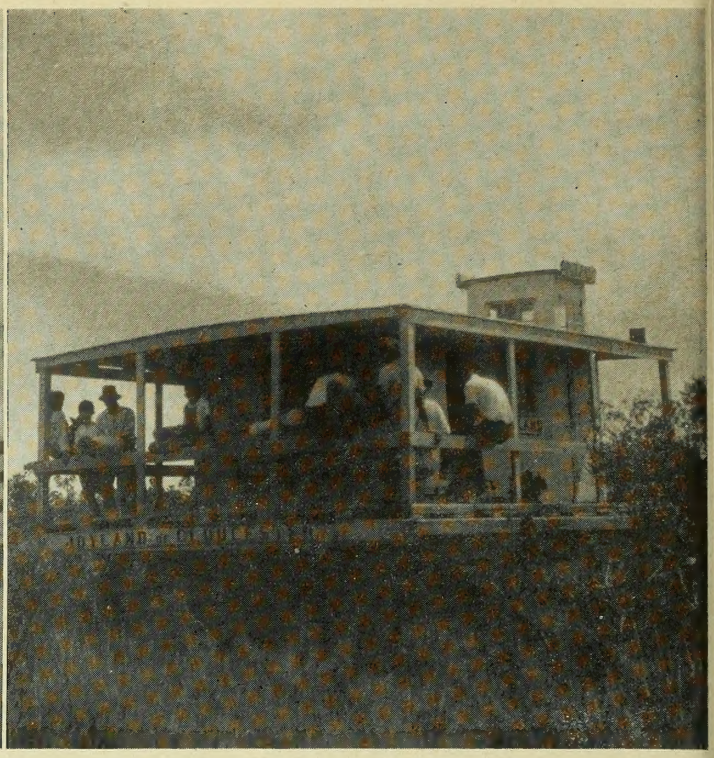
Guy Hargett is married to the former Ridie Ward Parker of Pollocksville whom he met when she came to live at his family's home and teach at a nearby school. They have two children, Bryan, 17 years old, who is a junior at the Grainger High School in Kinston and plans to become a veterinarian; and Betty, a junior at Converse College in South Carolina, where she is studying music. A talented pianist, Betty is one of about three in her class who will receive a bachelor of music degree. Recently she was presented a new baby grand piano as a Christmas gift by her family.

A quiet-spoken, sincere man, W. Guy Hargett impresses his friends and associates by his integrity, his devotion to duty and his affable nature. The Hargetts are direct descendents of Frederick Hargett, first chairman of the Board of Trustees at the University of North Carolina. Hargett Street in Raleigh is named for Fredrick Hargett.

You cannot do a kindness too soon—because you never know how soon it will be too late.

If you have a good temper, don't lose it—if you have a bad one, keep it.





Hurricane Damages In 1933

IN SEPTEMBER, 1933, eastern North Carolina experienced one of its most destructive hurricanes in history. Otis Banks, Prison Department business manager, had his camera in working operation at New Bern the morning after the big blow and took the two photographs you see on this page. One shows the Gloucester-Harkers Island ferry which was left 100 feet from the water line. The other picture shows a portion of the Neuse River bridge destroyed by the storm. Fast-working maintenance crews of the Bridge Department had traffic flowing across the bridge again four days later.



Superintendents Meet

AS PART of the current program to improve North Carolina's prison system, camp superintendents meet peridically to discuss such mutual problems as prisoner safety, food and clothing. Such a meeting was that held in North Wilkesboro recently for the Eighth Division superintendents, shown above.

Left to right on the front row, they are Roy Wood (Caldwell), C. J. Toliver (Alleghany), L. L. Yates (Wilkes), J. W. Roberson (Forsyth), and G. O. Benfield, division prison supervisor; Back row, C. J. Farthing (Watauga), R. W. Brown (Yadkin), Reid George (Stokes), W. E. Phillips (Ashe), and L. E. Fulk (Surry).

WHO AM I?

I am more powerful than the combined armies of the world.
I have destroyed more men than all the wars of the nation.
I am more deadly than bullets, and I have wrecked more homes than the mightiest of guns.
I steal in the United States alone over $500,000,000 each year.
I spare no one, and I find my victims among the rich and the poor alike, the young and the old, the strong and the weak. Widows and orphans know me.
I massacre thousands upon thousands of wage earners in a year.
I lurk in unseen places, and do most of my work silently. You are warned against me, but you heed not.
I am relentless.
I am everywhere—in the home, on the streets, in the factory, at railroad crossings, and on the sea.
I bring sickness, degradation and death, and yet few seek to avoid me.
I destroy, crush and maim! I give nothing but take all.
I am your worst enemy.
I am CARELESSNESS ! . .

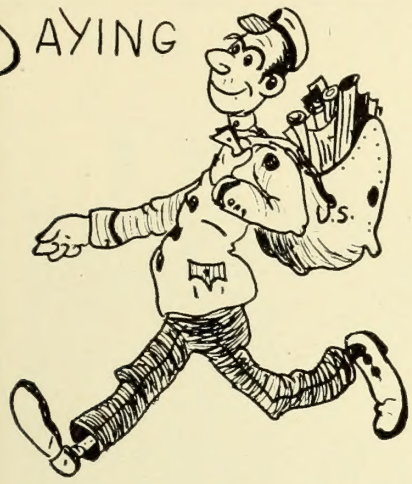
What's New

(Continued from page 17)

The Prison Department is buying walkie-talkie radio equipment to help it track down escaping prisoners.

Governor Scott has asked farmers who see overweight vehicles using secondary roads to "call the law."

WHAT THEY'RE SAYING



"IT IS HARDER to get lost in North Carolina than it is to find the way in many states" was the slogan on North Carolina's 1925 road map; yet Abe Jones, staff writer for *The Greensboro Daily News*, begs to differ with that statement after comparing the 1925 map with today's.

Although North Carolina in 1925 was far ahead of her fellow states in building good roads, it was still easy to get lost, he says. For instance, he cites the fact that to cross North Carolina from Virginia to South Carolina in 1925, there was only one paved route and yet that route changed numbers six times. Today, that same route involves only one change —from Highway 29 to Number 21.

As for east-west travel, Jones says the driver making the trip from Cherokee to Currituck would have done well to forget the whole thing because no improved cross-state route existed.

He notes improvements also in cartography during the intervening years and concludes his article by saying, "All of which brings North Carolina roads a long way from the day when the speed limit was 35 miles per hour—if you could find a road to make it on."

An editorialist on *The Winston-Salem Journal*, however, is concerned about the state's primary highways of today. Saying that "Our system of primary highways must be brought up to date as rapidly as possible," he points out that North Carolina's main-line highways are the same original county-seat-to-county-seat system of the twenties. He concludes: "They need to be improved to meet the traffic needs of today."

The editor of *The Forest City Courier* also bemoans the fact that North Carolina's most heavily traveled highways are in such bad shape. He says:

"North Carolina primary highways are woefully inadequate to carry the load being thrown on them every day. Soon these main arteries of travel must be made four lanes or more . . . or else in a few years our primary system will be non-existent."

Greensboro News columnist Bill Sharpe feels that the Highway Commission's sign department hasn't caught up with the roadbuilders.

He says there are many conspicuous gaps on the markings of the state's travel-ways. For instance, he says, "It is still hard to find your way out of the larger cities" and "the other bad gap is found in the secondary and unpaved roads. If you try a short cut linking main highways, you are very likely to end up nowhere."

A visitor to one of North Carolina's prison camps recently made some noteworthy comments. Charles Preslar, Jr., after a visit to the Catawba County camp near Newton, said he was impressed with the cleanliness and neatness of the place, the abundance of choice foods and the systematized patterns of living in evidence.

A. L. Hooper, district engineer of the Bureau of Public Roads, commended the Highway Commission on the completion of the West Asheville bridge. He wrote:

"The structure, with its connecting highways, forms an ideal for a traffic problem which was rapidly becoming of serious proportions. The bridge itself is designed for both beauty and economy and is a distinct credit to the bridge department. . . . The completed structure has received just commendation from all our field engineers and shows the result of excellent cooperation between engineering and construction forces. It is hoped that your resident engineer and his party and the contractor will receive due recognition for this outstanding achievement."

From *The Monroe Journal* comes a suggestion with a new twist:

"Perhaps some genius will soon arise to tackle the main problem. That is, where to stop. The roads are endless. A man can drive twelve months straight without leaving paved roads. Round and round he may go. But he has nowhere to stop. There ought to be places where a peaceful minded citizen could stop his car a bit and rest in peace."

Incidentally, this happens to be one of the recommendations made by the Highway Development Committee, a joint group of the Highway Commission and the Department of Conservation and Development.

The North Carolina newspaper columnists have viewed results of the secondary road program and published their praises. Roy Parker in the Windsor *Bertie Ledger Advance* says:

"It is to the credit of the road organization, from top to bottom, that it has been doing and is now doing the biggest construction undertaking in the history of the State to the obvious satisfaction of the people who are footing the bills."

Lynn Nisbet, columnist for the Association of Afternoon Dailies, cites the many intangible dividends resulting from the program:

"Take the hypothetic case of a farm home located on a very inferior dirt road. There is a dilapidated fence and broken down out-buildings. The house itself is unpainted and there are pieces of farm machinery scattered around the front yard. There ain't much inducement for the farmer or his womenfolks to dress up, so they develop slovenly traits. Then the road is straightened and paved. What happens?

"More folks travel the good road, so there is inducement for the farmer to spruce up his premises. The old fences and barns don't match the new road, and the contrast between rusty farm machinery and the sleek automobiles on the road is acutely noticeable. The fences are repaired, the old machinery is moved to the backyard or put under shelter; the house is painted and the front yard cleaned up. When that has been done the man feels ashamed to sit around in dirty work clothes, so he dolls up a bit when he can find time to loaf around the front porch. So does his wife; and the kids are dressed up, too.

"Clean bodies and clean clothes make for clean thoughts, so the whole level of family life is raised. Meantime, the man with a cleaned up farm is not satisfied with the old 'dirty' community. Result is more attention to PTA, civic club activity, closer attention to the church—with respect both to physical appearance and intangible influences.

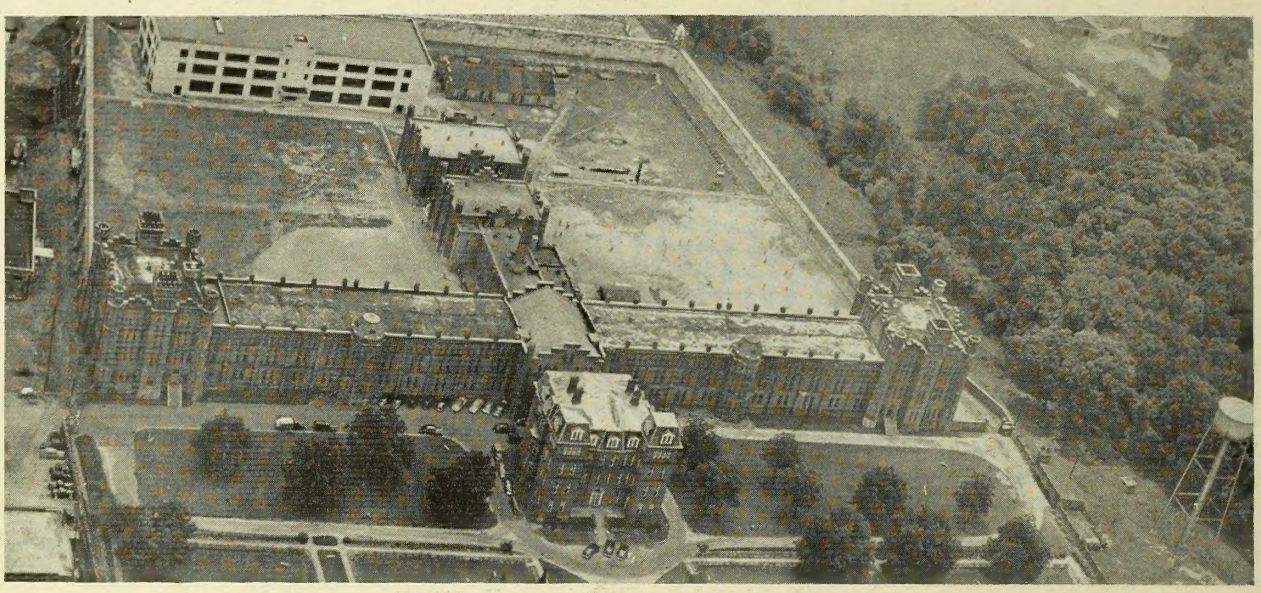
"The good road may not be worth $16,000 a mile, or even a sizeable fraction of that sum, as direct financial return on the investment. It quite likely would not 'pay out' as a financial investment designed wholly to yield direct monetary dividends. It is quite likely that some roads, perhaps in the aggregate a good many miles of them, are poorly located and will not yield any sort of return commensurate with their cost.

"Important fact is that in the overall setup, the 'dividends' from the state road system represent a very handsome return on the investment, even though a large part of the yield is in the form of indirect and intangible benefits."

And the last word comes from a *Greensboro News* writer who says: "N. C. highways are to be mapped from the air. In other words, the survey will be conducted way up there with costs."

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Prison Report



Central Prison Spruces Up

UNLIKE MOST college graduates, very few Central Prison alumni care to revisit their old alma mater once they depart through the tall iron gates. If they did this spring, they might not recognize the old place.

Warden Joseph Crawford, smarting under the criticism of Penologist Austin MacCormick, has been tearing things apart in the grim antiquated castle in Raleigh. Two years of sprucing and polishing have given the institution a much-needed face lifting.

Among other things, Crawford has

1. Opened a new prison library supplied with most of the popular magazines and approximately 3,100 books;

2. Purchased recreation and sports equipment and organized football and baseball teams which generate as much spirit and good fellowship as the Duke-Carolina athletic rivalry;

3. Constructed an outdoor shelter in the prison yard, including benches and tables where men can read, write and play games;

4. Built a barber shop in the prison yard with modern fluorescent lighting fixtures, ample mirrors and plumbing;

5. Organized an orchestra, a band, a hillbilly music group and a radio repair shop;

6. Enlarged and improved the reception room where relatives and friends wait for and visit with prisoners; constructed a new 40x20 brick veneer visitors' waiting room on the outside wall;

7. Made extensive improvements in the physical plant, including enlarging the hospital, installing new wiring and inter-communication system, putting on a new roof, repainting the prison from one end to the other (including a restful green for the cell blocks);

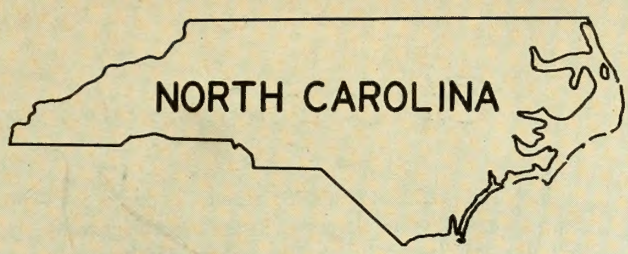
8. Modernized the cold storage plant by installing refrigerated rooms, a smoke room for curing meats and a new low-pressure boiler;

9. Installed new steam tables and renovated prisoners' dining quarters to a cafeteria style; enlarged store box and added new merchandise;

10. Provided new summer and winter guard uniforms;

11. Built a new central heating plant located outside the prison walls.

This whirlwind improvement campaign will not make Central Prison a soft vacation spot, but it will give the prisoner who wants to "go straight" a better chance now than before. The same type of clean-up program is in progress all over the prison system under the energetic direction of Prison Director John Gold.



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ROADWAYS



A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION

NORTH CAROLINA ROADWAYS

A Magazine for employees of the North Carolina State Highway and Public Works Commission

Published Bi-Monthly By
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A Bouquet to the Old-Timers

A NUMBER OF employees have reached the 30-year milestone in their association with the State Highway Commission in recent months. Latest to join the select few is Chief Auditor Sam N. Smith (See "Highway People").

Others are Miss Ina Ferrell, Commission secretary, and H. K. Witherspoon, compensation officer, who began their tenure of service several months before "Cousin Sam". Another is Ninth Division Engineer Lewis Peck and he, unlike some of those already mentioned, has barely passed 50.

To all of these loyal workers the Highway Commission and the state owe debts of gratitude. Because the Commission itself is a non-perpetuating body and changes its personnel from time to time, it cannot preserve the continuity of experience which some of these faithful employees have been able to do. Nevertheless it ought, in passing, to salute these old-timers who, along with Frank Page and Miss Hattie Berry and others, helped initiate the great roadbuilding adventure in North Carolina.

THIS MONTH'S COVER

LONG BEFORE construction crews carve new roadways on the Carolina landscape, the right-of-way engineer finishes his exacting diplomatic mission. This month's cover shows Right-of-Way Engineer Merle Adkins discussing a property problem with T. L. Russell of Route 1, Durham. At the time the picture was snapped Adkins was working on right-of-way for the Durham-Chapel Hill Boulevard. Russell has his foot on a center-line stake for the new road which will slice through the area shown in the background. A feature article in this issue tells more about the important operations of the Commission's Right-of-Way Department.

(Photograph By Charles Snow)

The Highway Dilemma

IN AN INTERESTING research project the Bureau o Public Roads has discovered that both gasoline prices and gasoline tax rates have risen more slowly than general price levels during the current inflationary spiral. This will surprise many motorists who had presumed, with all this talk of bond issues and penny tax increases, that both taxes and fuel prices were soaring with other commodities.

"The average retail price of gasoline in 1940 was 18.4 cents per gallon," reports the Bureau. "The average price in 1950 was 27.1 cents per gallon. During these 10 years the retail price of gasoline alone, excluding taxes, went from 12.9 cents per gallon to 20.9 cents, an increase of 62 per cent. . . . It is worth noting that even though this was a substantial increase it was considerably less than the 77 per cent increase in the cost of living as reflected in the Bureau of Labor Statistics index. In the same period the weighted average of State and Federal gasoline taxes went from 5.5 cents per gallon to 6.2 cents, an increase of only 12.7 per cent. Thus due to the relative stability of gasoline taxes, the total cost of gasoline to the consumer increased only 47.3 per cent. Since wages have risen considerably more than the cost of gasoline, the consumer is actually in a better position now than in 1940 with respect to his purchase of gasoline."

The Bureau report goes on to say that in the same 10-year period the average unit price of road construction increased 97 per cent, and the unit cost of highway maintenance increased 87 per cent. So, conversely, it is clear that Highway Departments, relying primarily on gasoline taxes for road-building, are in a relatively worse position today than they were in 1940. This is true even in the face of the increased highway use.

These figures further illumine the transportation crisis of our time in which the shrunken highway dollar fights valiantly to provide higher highway standards demanded by increased volumes of traffic, stepped-up speeds and vastly larger loads. These figures fully emphasize the danger of further splitting current highway revenues to serve new purposes—including city streets and costly river bridges and ferries.

Keep Your Eyes Open

ELSEWHERE IN THIS issue we are using a story about the Right-of-Way Department, emphasizing the skill demanded in that important phase of road-building work.

The department does an outstanding job in a difficult field of work, but some of its efficiency can easily go for nought unless the Highway Commission keeps alert to protect its right-of-way from encroachment by roadside establishments. Often a property owner, unaware of the right-of-way line, will begin construction of a new house or a filling station without inquiring into the matter at all. Sometimes—often too late—he discovers his error and correcting it costs time and money.

The Right-of-Way Department wisely suggests that all highway employees keep a keen eye posted for such situations. In their day-to-day travel over certain roadway areas they become familiar with right-of-way boundaries and new construction. A casual question or a friendly word may help the Highway Commission and save a neighbor needless headaches and litigation.

A Message From the Chairman



HERE ON THE threshold of a new paving season, your State Highway Commission is particularly concerned about protecting North Carolina's multi-million-dollar investment in secondary roads. Destruction of these new roads by heavily loaded vehicles cannot be tolerated by the agency pledged to build and maintain a good road system for all the people of this state.

At the same time the Highway Commission recognizes that certain industries, notably the lumber and pulpwood groups, are confronted with serious loading problems as a result of our expanded paving program. In the past the Highway Commission has followed the principle that it would be unwise and unfair to build roads in any area which would not sustain traffic generated by permanently located industries. This policy will be continued.

In considering the needs of the lumber and pulpwood industry, however, the Commission has run up on a vastly different problem and one which is not easily remedied. First, this business is largely transitory, moving from place to place depending on the supply of timber. Secondly, it finds its source of supply in the most remote sections of the state. Mindful of its responsibility to all the people, the Highway Commission must determine what type of road should be built where school bus children, churchgoers and plain citizens demand relief from dust and mud and where, at the same time, lumber people want no paving at all unless it is "heavy duty."

It is obvious that the Highway Commission cannot build heavy duty roads where ordinary traffic does not justify their construction. It is equally obvious that the road system must serve industry and agriculture. At a meeting of division engineers and department heads in late April, this problem was discussed in detail. The Commission decided to resurvey its weight limits on individual roads with a view toward lifting or lowering them depending on the durability of the road in question. Our engineers feel that sandy base roads definitely will stand more weight than clay base. Some roads have better drainage. Most will stand up better in summer than in winter, and a road seasoned by one year of normal wear is far superior to one freshly laid.

Considering all these factors, the Highway Commission will seek to cooperate to the utmost in preventing the tie-up of any industry or business dependent on truck-borne traffic. But such groups must also compromise on their side. They must realize that the Highway Commission's first responsibility is to the protection of the people's investment in good roads. They must also realize that North Carolina, a state of widely dispersed population, will always need a strictly secondary road system designed for light travel and that the choice is not between either high-type or dirt roads exclusively.

The secondary road weight problem is typical of many which come before the Highway Commission from time to time. We like to discuss these problems with members of our highway family. By working on them together—it the light of full public discussion and deliberation—the Commission is better able to serve the interests of the general public toward whose benefit all of our efforts are directed.

Cordially,

Harry Gardner

You Have to Know How to Deal With People

The Highway Commission's Right-of-Way Engineers Combine Technical Skill With Affability, Tact and Diplomacy

NO CLAIMS problem—from moving a setting hen to an important property settlement—is too difficult for the State Highway Commission's quietly efficient Right-of-Way Department.

As the Commission's most experienced agency in the field of public relations, the right-of-way engineer long ago learned what many engineers never learn: That dealing with people requires more skill and knowledge than mastering the drafting board or the slide rule. The right-of-way folks sometimes think they know as much about human relations as Dorothy Dix—but their wide range of experience never completely prepares them for the next encounter.

Consider the case of the setting hen.

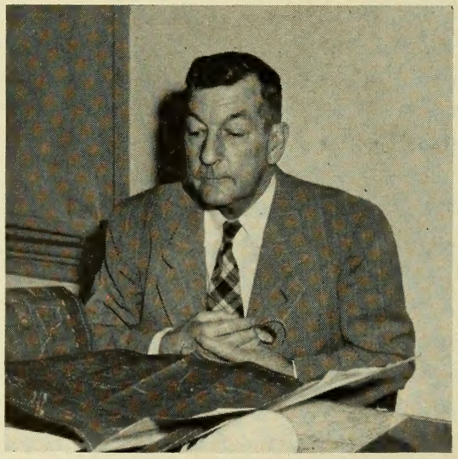
T. B. Wilson, Principal Right-of-Way Engineer, recalls an incident in which a property owner had been consulted about removing her garage from the site of a proposed highway. After negotiations apparently had been completed, the property owner introduced a new problem: "I have a setting hen in that garage," she said. "And her eggs won't hatch for four days. Can you wait that long?"

The highway contractor couldn't. It would mean stalling and tying up expensive roadbuilding equipment. That called for further negotiations. What amount would the property owner accept for immediately moving the hen, considering the possibility that no chicks might hatch? The owner was reasonable. She agreed to move the hen that night and take all risks involved for the sum of one dollar.

Hen moving episodes are exceptional. Most matters considered by the Right-of-Way Department are profoundly serious and important—especially to the property owner. Back in the twenties when the roadbuilding program was a lusty infant, property owners gladly welcomed the roadbuilder. Roads enhanced property values. Most owners willingly donated right-of-way when they learned the Highway Commission had chosen a route through their property. Later, as good roads became more commonplace and the countryside became more thickly settled, right-of-way problems increased.

The Highway Commission's first Right-of-Way Department came into existence in July, 1922 when C. H. Rogers was appointed claims engineer. Without assistance he handled the few claims made on the Commission until 1926. At that time with further expansion of the roadbuilding program, it became necessary to enlarge the scope of the Right-of-Way Department. Since most problems involving right-of-way originated through the Locating Department, the entire business was placed under the supervision of R. G. Browning, Chief Locating Engineer. To handle this increased burden, Mr. Browning designated two full-time claims adjusters.

As the work of the Highway Commission expanded, the work of negotiating and processing claims also grew, and in 1936 H. T. Macon was named chief claims adjuster with five senior claims adjusters stationed throughout the state working under his supervision. The department remained under the Locating Engineer until 1941 when it was set up as a separate agency. At that time Mr. Macon was named Chief Right-of-Way Engineer. Because of his proficiency, the department has continued to use for 10 years the same organizational plan he initiated. Mr. Macon was forced to retire in 1942 because of illness. T. B. Wilson replaced him and continues in that position today.



T. B. WILSON
Right-of-Way Engineer

Work Increases

Along with an accelerated roadbuilding program, work of the Right-of-Way Department has soared over the last 10 years. In 1938 the department handled an average of 112 claims per month involving payments. Now that number has jumped to 300. Each of the Commission's 10 divisions has a senior and junior right-of-way engineer. Thirty-two persons now work for the Right-of-Way Department.

Just how does the department conduct its business?

Most major highway projects involving a relocation of roadway require extensive survey work by the Locating Department. Once the route is established and approved, the Right-of-Way Department inherits the largely thankless job of clearing right-of-way obstacles by contacting as many of the property owners as possible. The right-of-way representative usually confers first with utility companies about power and telephone lines. Then he contacts owners of property where major structures must be moved to make way for the new road. Finally, he gets agreements with other property owners whose land will be less seriously affected by the new highway.

In the past the department has used the easement method for acquiring right-of-way; but in the face of rising

and values and more demands for arger settlements, the Highway Comnission has been considering the adisability of acquiring more tracts of and in fee simple—that is, buying the leed to the property.

Engineer Wilson feels that the right-of-way engineer's job is "as tough a job as we have to offer."

Wilson says he always briefs his new right-of-way men by asking them if hey are temperamentally suited to sit lown and listen to a property owner's story for one or two hours without losing patience or a sense of humor. "Some folks ask us why we need engineers in right-of-way work," Mr. Wilson says. 'We need them because the property owner often wants to know about technical aspects of the road and our man must be able to answer all his questions. He not only needs to be a good engineer; he also needs the ability to think clearly and analyse situations, but most of all, he needs an ability to get along with people and convince them that the Highway Commission is not trying to steal their land or involve them in an unfair transaction."

Often a new highway slashes across the middle of a farmer's property creating stock problems. "How will I get my cattle to water?" the farmer may ask.

The right-of-way engineer must be able to suggest an answer. He must know whether a cattle underpass at this point or that point would be practical, whether the cattle would use it if it were built and whether the Highway Commission should pay for constructing it. He must try to look at the property owner's problem from the property owner's point of view—and not exclusively from the point of view of the Highway Commission.

"Poor handling of right-of-way matters can create bitter controversies that last for years," Mr. Wilson points out. "A friendly cooperative spirit and real interest in seeing that justice is done can save the Highway Commission many thousands of dollars. Our men must have an aptitude for the job and good training."

Because the men of the Right-of-Way Department have the twin responsibilities of being good engineers and good salesmen, their job rates among the most responsible in the hierarchy of highway engineering. Serving in the vanguard of the roadbuilders themselves, they are the Highway Commission's ambassadors of good will.

PERSONNEL OF THE RIGHT-OF-WAY DEPARTMENT



These are the folks who stand on the front line of the Highway Commission's negotiations with the public—the right-of-way engineers and their Raleigh staff. This picture was snapped on the Capitol lawn during a recent all-day meeting of the department.

Shown in the usual orders are: front row, Elizabeth Talton, Trulah Page, Marie Knight; second row, H. F. Arledge, Max Gordon, J. G. Lamm, O. T. Green, T. B. Wilson, Hilda Russell, C. M. Hartsock; third row, J. D. Peek, B. C. Thompson, Withers Davis, W. J. Murray, J. G. Gibbs, S. H. Williams; fourth row, W. H. Webb, M. T. Adkins, A. Z. Williams, T. C. Johnston, L. D. Webb and J. W. Brookshire.

Nor present when the photograph was made were W. M. Johnson, A. E. Snelson, G. W. Clayton, Jr., S. H. Shearin, Jr., and W. D. Moon.

Redman S. Lowe Wins McCrary Award

A PRISON superintendent whose camp rates among the best in the state received the 1950 D. B. McCrary Award presented annually to the SH&PWC employee rendering outstanding service beyond the call of duty.

Charles McCrary, son of the former Highway Commission Chairman, made the award to Redman S. Lowe, superintendent of the Rowan County Prison Camp No. 707 at Salisbury in a special ceremony at Raleigh in early April. Lowe is the first Prison Division employee to receive the coveted award since it was established in 1945.

Lowe received high recommendations from fellow workers for outstanding operation of his camp. Especially commended was the rehabilitation work he personally supervises at his camp. Among his many achievements are:

(1) A laundry established by Mr. Lowe at the camp several years ago now handles work for 11 other camps in the area at a considerable saving to the state. After laundering, clothing also is repaired.

(2) In spite of the fact that the camp is one of the largest in the state, per capita feeding costs are below the state average. This is due largely to Mr. Lowe's extensive farm program which includes the raising of chickens and other farm produce, the raising of rabbits which developed out of a hobby of Mr. Lowe's and the establishment of a farrowing house for hogs to produce feeder pigs.

(3) Mr. Lowe directed the converting of an old hospital building into modern and redecorated guards' quarters considered a model for other camps. Each guard has a single bed complete with a camp-made bed table.

(4) Mr. Lowe set up a woodworking shop which not only serves a practical purpose in that it is used to manufacture lawn furniture, bench lockers, screens, doors and cabinets for camps in the Seventh Division but provides construc-

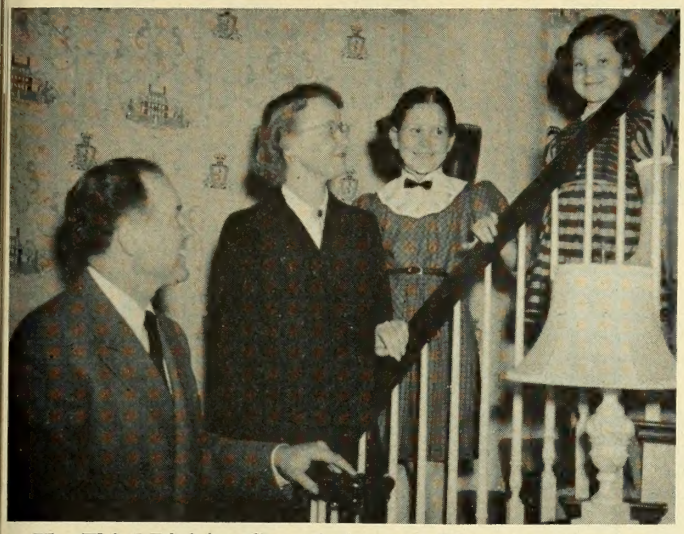


Charles McCrary (left) presents 1950 McCrary Award to Redman S. Lowe.

tive, rehabilitative activity for prisoners in their spare time. He personally trained prisoners in the use of power tools in the shop.

(5) Outstanding among Mr. Lowe's achievements is his rehabilitation work with prisoners. He works untiringly at training personnel for the camp and instilling in prisoners a proper attitude toward society. Consequently, the camp has one of the lowest escape records in the department. Mr. Lowe also goes out of his way to cooperate with the local sheriff and police departments as well as other state departments in the area.

Redman Lowe has a continuous work record with the State Prison Department since 1934 except for three years spent in the Armed Forces. He has served as superintendent of the Catawba, Iredell, Lee, Ashe and Cabarrus County camps and has supervised the Rowan camp since 1946. He is married to the former Anne Cheshier of Harmony.



The Third Division Commissioner and his attractive family in their home at Fayetteville: Mrs. Clark, Martha, 9, and Nancy, 5.

A. Wilbur Clark Is Youngest Member Of Highway Commission

JOHN A. OATES in his newly-published history of the colorful Cape Fear region says that the first Highland Scotsman to settle there was a man named Alexander Clark who brought over a boatload of his fellow Scots in 1736.

One of Clark's descendents bears his name—Alexander Wilbur Clark, Commissioner of the Third Highway Division. Clark's family has taken part in Cumberland County's growth for three generations. His grandparents on both his mother's and father's side came directly from Scotland and settled in the Cumberland County section. His maternal grandmother was born on a ship coming from Scotland.

Clark himself is a modern-day Scotsman who has become well-known in the Fayetteville area.

Born on September 10, 1913, the son of Neil D. M. and Elizabeth McFadyen Clark, he was the youngest of nine children. His family lived on a farm which was taken over in 1917 to become part of the Fort Bragg reservation. At that time when he was four years old, young Wilbur moved to Fayetteville with his family and spent his childhood there. He graduated from Alexander Graham High School in 1931. From there he went on to specialize in accounting and business administration at Benjamin Franklin University in Washington, D. C., in 1935.

For five years after his graduation Wilbur Clark did auditing and public accounting work in North Carolina and Virginia. He worked for two years with Elkins and Durham in Richmond, Va., and Greathouse and Butler in Rocky Mount. The remaining three years were spent as field auditor in the Auditing,

(Continued on page 16)





Commissioner Clark's non-highway occupation is the ownership and management of a highly successful laundry in Fayetteville. He spends one-half his work-day there and the other half at his Highway Commission headquarters office, also in Fayetteville. Shown with him above is his secretary, Aileen Smith.

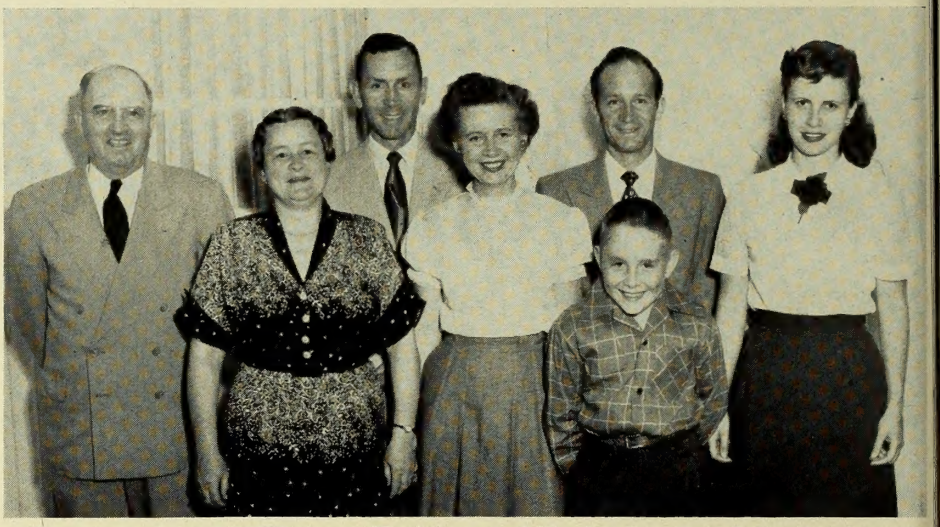
Romilous Markham, 62, Has Long Record Of Distinguished Service With SH&PWC

IN POINT of permanent service, Romilous Markham, hale and hearty at 62, has the longest record of employment with the State Highway Commission of all its top-ranking engineers.

Quiet and unassuming in manner, Engineer Markham came up through the ranks like so many of his fellow workers. Arriving in North Carolina from Virginia soon after Chairman Frank Page began his memorable period of service, Markham helped the Commission grow from a lusty infant into a well developed efficient roadbuilding organization bossing 65,000 miles of highways.

The Second Division Engineer was born in Snowden, Va., on November 4, 1888, son of Virgil Henry and Lucy W. Markham. He was a member of a large family of eight children. Life in Snowden, which Markham remembers as just a "wide space in the road," was typical of the easy going friendly routine that began to disappear after the turn of the century. Markham's father, a farmer and a building contractor, first gave his son an interest in engineering. In the summer between school terms young Markham worked for the Virginia Highway Commission in Bedford County from the time he was 15 years old. He went to work for the Virginia Commission in 1909 as a rodman and continued with that organization until Frank Page's new organization offered him a job in 1919.

In the meantime, while working on a construction project in Jeffress, Va. Markham had met young Thelma Rice, daughter of the Southern Railway agent there. The young engineer was unloading some supplies when she stepped off an incoming train. "Who is that?" Markham asked of her mother who was standing nearby. When Momma identified Daughter, the young engineer had a ready answer: "Well," he said, "I think you're going to have a new member in your family soon."



Here is a picture of Engineer Markham and his family, from left to right: Mr. and Mrs. Markham, Mr. and Mrs. Ray Smith, Mr. and Mrs. Romilous Markham, Jr., and young Ray Markham Smith, grandson of the Second Division Engineer.

They were married eight months later.

On arriving in North Carolina, Markham became a maintenance inspector at Kinston, one of seven then located throughout the state. At the start of the county-seat-to-county-seat roadbuilding program in 1921, he got a promotion to assistant district engineer under R. E. Snowden at Kinston. From 1921 to 1931 Markham worked under a man who had the same name as his home town.

In 1931, when the state took over county roads and reorganized, Markham went to Greensboro as assistant division engineer under D. M. Ray. He reached the division engineer bracket in 1934 at Greensboro. Markham remained in Greensboro until 1937 when another reorganization sent him to Wilson as engineer of the Fourth Division. In the 1948 reshuffling of engineering personnel he moved to Greenville as boss of the Second Division.

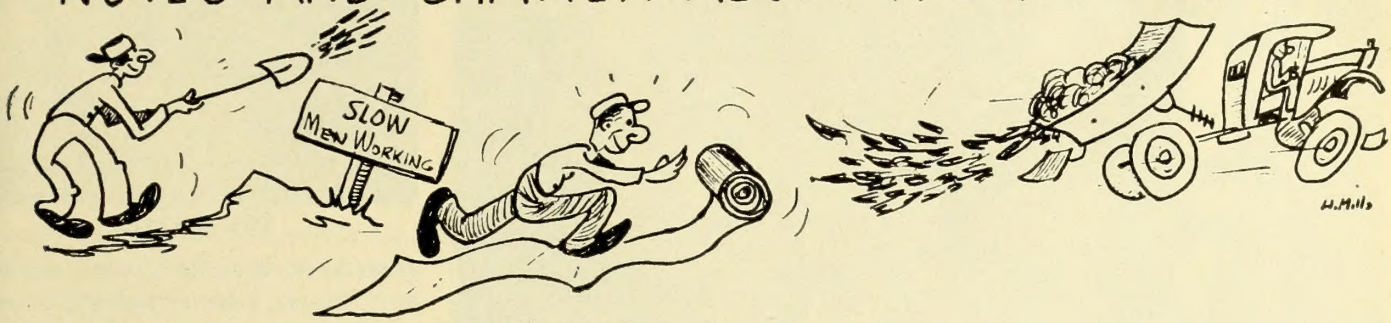
Markham, a faithful and efficient Commission old-timer, recalls much about the changing panorama of highway business in North Carolina. He has spanned the transition from wheeler and mule outfits to the days of heavy mechanical equipment. Most of all, Markham remembers the valuable friendships he has made all over North Carolina as a result of his engineering work.

Mr. and Mrs. Markham have two children, Romalda (now Mrs. D. Ray Smith, Jr., of Kinston) and Romilous, Jr., also of Kinston, who is married to the former Doris Yarborough of Rocky Mount. They also have one grandchild, Ray Markham Smith.

Mr. Markham is a member of the Baptist Church and member of the Board of Deacons. He is a Mason, a Shriner and member of the East Carolina Engineers' Club, Professional Engineers of North Carolina and the North Carolina Society of Engineers.

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



DIVISION ONE

MEMBERS of the Division One Soils Laboratory appear in the photograph on this page. . . . They are *W. B. Smoak*, supervisor, *Bobby Greene*, *Don Viersen*, and *J. B. Garris*. . . . From a makeshift beginning with one helper, Supervisor Smoak has built up a modern and efficient laboratory which now employs three technicians. . . . Establishment of the local field laboratory has meant quicker soils testing for the expanded road program.

EDGAR PARKER, section foreman helper of Gatesville, gave up single bliss in March.

J. H. AUSTIN, JR., has been reported missing in action in Korea. . . . Austin was a temporary truck driver for a year and has been with the Army in Korea for the past six months. . . . His home is in Elizabeth City.

M. J. (DUCK) CHAPPELL, section foreman at Grandy, who has been sick for several months, has returned to work. . . . This is the first time he has lost time from work on account of illness since beginning work with the state in July, 1931.

ANOTHER EMPLOYEE on the recent sick list was *Ralph E. Beasley* of Knotts Island. . . . Mr. Beasley is one of the state's older section foremen.

THE SECOND DISTRICT of the First Division submits the men in the photograph on the next page as its "large" and "small" employees. . . . They are *Section Foreman E. D. Hedgepeth*, left, and *Section Foreman Helper Carl Taylor*. . . . Both men are from Jackson.



DIVISION ONE SOILS LABORATORY

DIVISION TWO

ONE OF THOSE rare occasions is recorded in the picture on the next page. . . . Gathered together for the camera are all the girls who work in Second Division offices. . . . On the front row, left to right, are *Helen Fields* of Greenville, *Peggy Walker* of the Washington district office, *Sibyl Smith* of the New Bern district office, *Bratha Abee* of the Equipment Department in Greenville, *Hazel Baker* of Greenville, *Glennie Casey* of the Kinston district office and *Thelma Exum* of the Greenville office. . . . On the back row is *Anne Askew* of the Equipment Department in Greenville.

RIGHT-OF-WAY ENGINEER J. G. GIBBS was recent guest speaker at the Chatham Book Club in Greenville. . . . He spoke to the group about his woodworking hobby. . . . A feature on Mr. Gibbs and his unique inlay work appeared in an earlier issue of NORTH CAROLINA ROADWAYS.

JACKSONVILLE PERSONNEL is being depleted at a rapid rate. . . . *Alton Scott* joined the Navy several months ago and is stationed at the Naval Training Station at San Diego, Calif. . . . *J. W. Meadows, Jr.*, was called into service with the National Guard. . . . *J. R. Mitchell* resigned to accept employment at Cherry



SECOND DIVISION GIRLS

Point, N. C. . . . *L. W. Watts, Jr.*, resigned to seek other employment.

TWO RECENT FATHERS are *Nathaniel S. Day* of Jacksonville whose son, *James Milton*, was born on March 30 and *Frederick S. Boone* of Kinston whose daughter, *Bonnie Steva*, was born on March 7. . . . The accompanying photograph shows the Boone family with the new addition.

SAFETY and operation of machinery were the topics for discussion at a recent safety meeting in Jacksonville. . . . The meeting was held by *J. W. Meadows.*

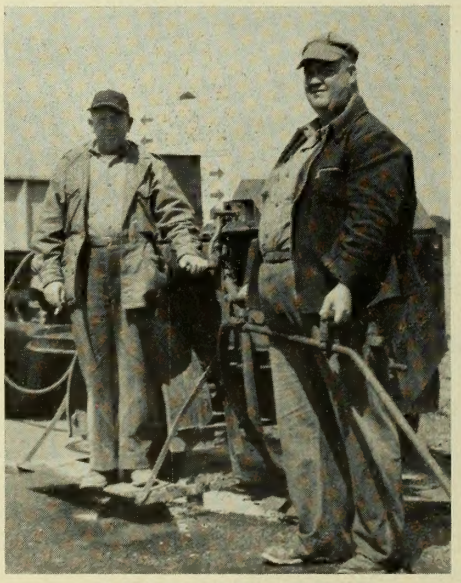
DIVISION THREE

W. C. OWEN, mechanic in the Equipment Department, deserves praise for an outstanding attendance record. . . . He has not been absent from work since he was employed on May 2, 1949.

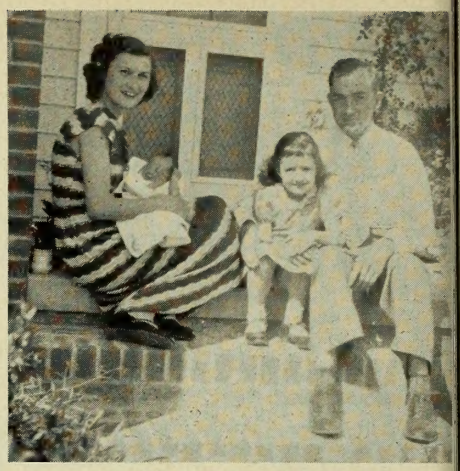
K. W. PORTER of the Equipment Department was inducted into the Army recently. . . . He is stationed with the 101st Airborne Division at Camp Breckinridge, Ky.

THE THIRD DIVISION comes up with a fish tale to end all fish tales. . . . A crew working under *L. L. "Red" Kirkland* while repairing a bridge about 12 miles from Clinton noticed an abundance of fish swimming in the waters below. . . . They were so fat and sluggish that *Hubert Royal* caught several with his bare hands. . . . The workmen found the fish were coming from a hollow log in the stream and upon investigation removed 299 fish ranging in size up to one and one-half pounds! . . . 221 were catfish and 78 red bream. . . . *Supervisory Foreman Henry T. Wooten* and more than 20 witnesses substantiate the story, strange as it may seem.

FIVE NEW ARRIVALS have come to Second Division families. . . . *Mr. and Mrs. W. V. Coley* announce the birth of a



"LARGE AND SMALL"



THE BOONES

daughter on March 11. . . . *Mr. and Mrs. J. T. Jackson*, a son on March 8. . . . *Mr. and Mrs. Thomas Willis, Jr.*, a daughter. . . . *Mr. and Mrs. Charles Mayer*, a daughter. . . . *Mr. and Mrs. Robert Benson*, a son.

SYMPATHY is extended to the family of *H. B. Blackburn*, veteran Highway Commission employee who died in January. . . . Mr. Blackburn, who retired in 1949, had been connected with the Commission since 1931.

DIVISION FOUR

RONALD LANE, superintendent of the prison camp at Smithfield, recently added another honor to his skeet shooting activities. . . . He was Class A winner at the Greater Greensboro Open Skeet Shoot with a score of 97 out of a 100.

A MEETING of resident engineers, instrumentmen and inspectors was held at the Wilson division office in March. . . . *Division Engineer T. J. McKim* officiated at the meeting discussing past and future work. . . . Others who made brief talks were *E. A. Crump and Dr. R. E. Earp.*

A NUMBER of employees in the Fourth Division have been ill. . . . They include *Right-of-Way Engineer O. T. Green, Superintendent E. E. Twisdale* of the Wilson County Prison Camp, *J. B. Cone, Division Prison Supervisor Hoyt B. Nichols, S. R. Livesay, Maintenance Supervisor Paul Fulghum, Frank Martin* and *Resident Engineer T. D. Grantham.*

CONGRATULATIONS to *Mr. and Mrs. James A. Clemmons* upon the new addition to their family and to *Mr. and Mrs. Ivan Hardesty* and *V. H. Sellars* for the same honor.

MANY TRANSFERS have taken place in the division. . . . *Rodman Gray Lamm* has transferred to the Right-of-Way Department. . . . *F. R. Hunter* is new district mechanic in Raleigh. . . . *C. F. Williams* is new district mechanic in Nashville.

NEW EMPLOYEES include *Estelle Anthony* who replaces *Sarah Dillon* who in turn replaces *Mrs. Catherine Jones*, resigned; *Mrs. Hester Tyson* who replaces *Mrs. Griffin* in the division office; and *J. E. Nelson* who has returned to work with the Road Oil Department.

RECENT VACATIONISTS were *Mr. and Mrs. Hersel Smith* who went to Florida and *George Sakas* with the Locating Department who attended the State basketball game in New York.

RESIGNATIONS include *Jack Perry*, inspector with *S. O. Southall's* party, and *T. R. Creech* of the Road Oil Department.

SYMPATHY is extended to *E. A. Crump* in the loss of his wife.

DIVISION FIVE

PERSON AND GRANVILLE COUNTY employees enjoyed social gatherings recently. . . . A chicken stew was held by the maintenance forces of Granville County in Oxford to which employees of Durham and Person counties were invited. . . . In the accompanying photograph, *Gang Foreman Giles Crutcher* dishes out some of the stew to *H. B. Royster* and *Webb Fredrick*. . . . Person County employees celebrated with a barbecue dinner in Roxboro to which Durham and Granville employees were also invited. . . . The barbecue was attended by two of the oldest employees in the division.—*W. E. Petty, Sr.* and *J. J. Taylor*. . . . The second accompanying photograph shows a group of employees attending the event.



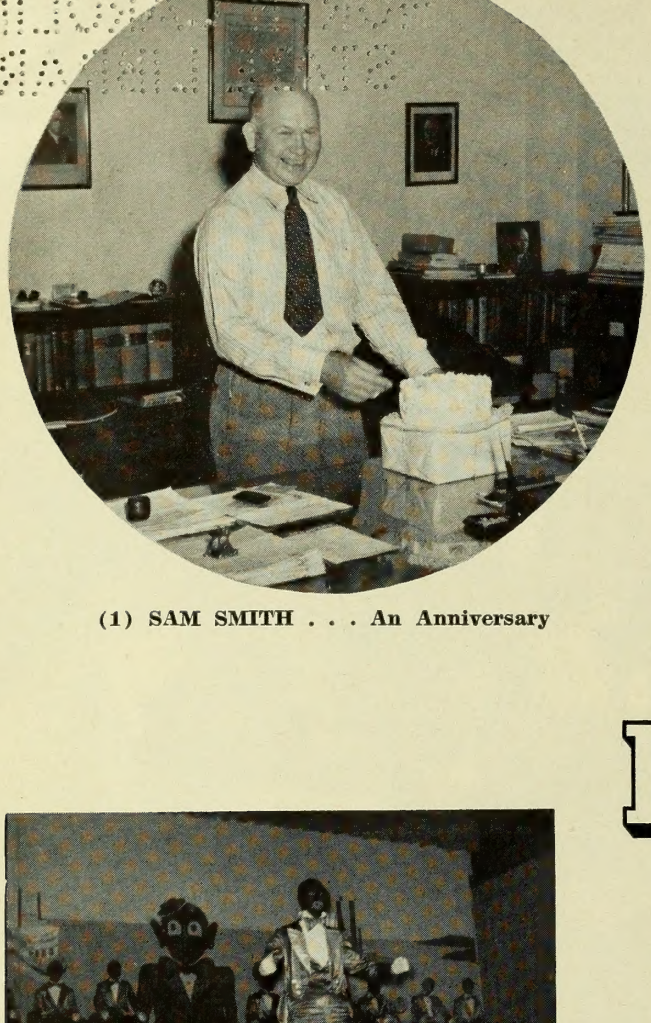
DINNERS IN THE FIFTH



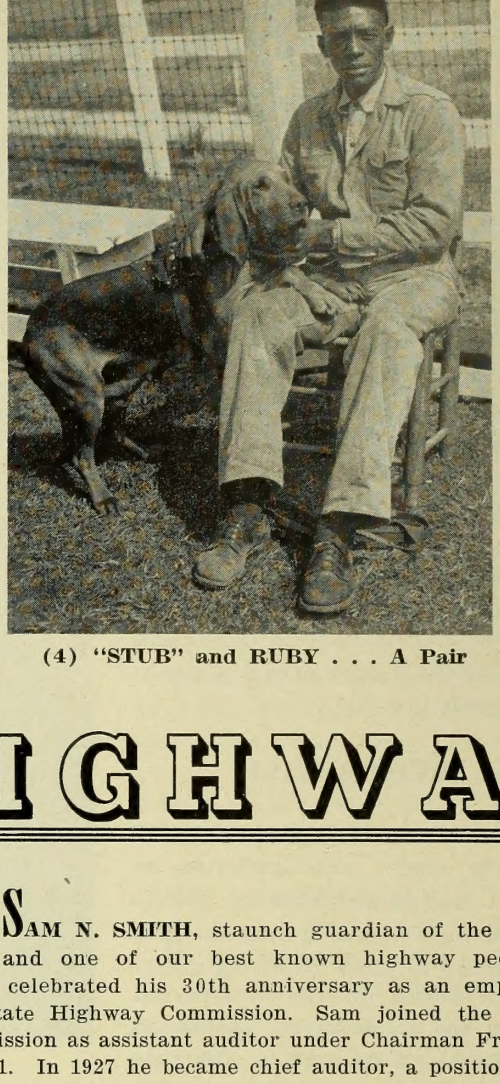
A SHOWER FOR MRS. LYNCH

MRS. MARJORIE LYNCH was honored recently at a stork shower given by members of the division. . . . She is the wife of *J. I. Lynch*, also of the Greensboro office, and has been employed by the Commission since 1948. . . . In the accompanying photograph, Mrs. Lynch opens some of the gifts received while *Mrs. Beryl Mateer, Mrs. Margaret Howell* and *Mrs. Helen Pringle* look on.

(Continued on page 12)

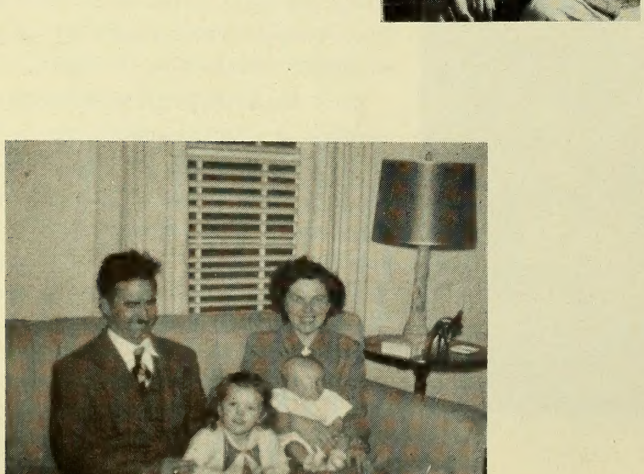


(1) SAM SMITH . . . An Anniversary

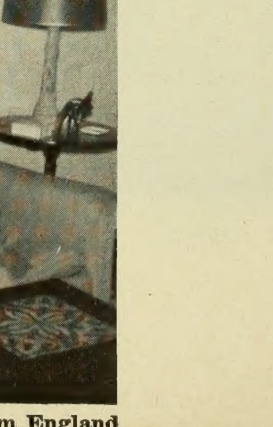


(4) "STUB" and RUBY . . . A Pair

HIGHWAY



(2) EDWARD CONWAY . . .
End Man



(3) THE BIRDSALLS . . . From England

(1) SAM N. SMITH, staunch guardian of the Highwa Fund and one of our best known highway people, re cently celebrated his 30th anniversary as an employee o the State Highway Commission. Sam joined the Highwa Commission as assistant auditor under Chairman Frank Pag in 1921. In 1927 he became chief auditor, a position he sti holds with credit to himself and the organization h works for. To commemorate this notable milestone, th employees of the Auditing Department held a party i Raleigh for their boss. Above, Auditor Smith, with characteristic grin, prepares to cut the anniversary cak and unwrap his gift presented by the staff.

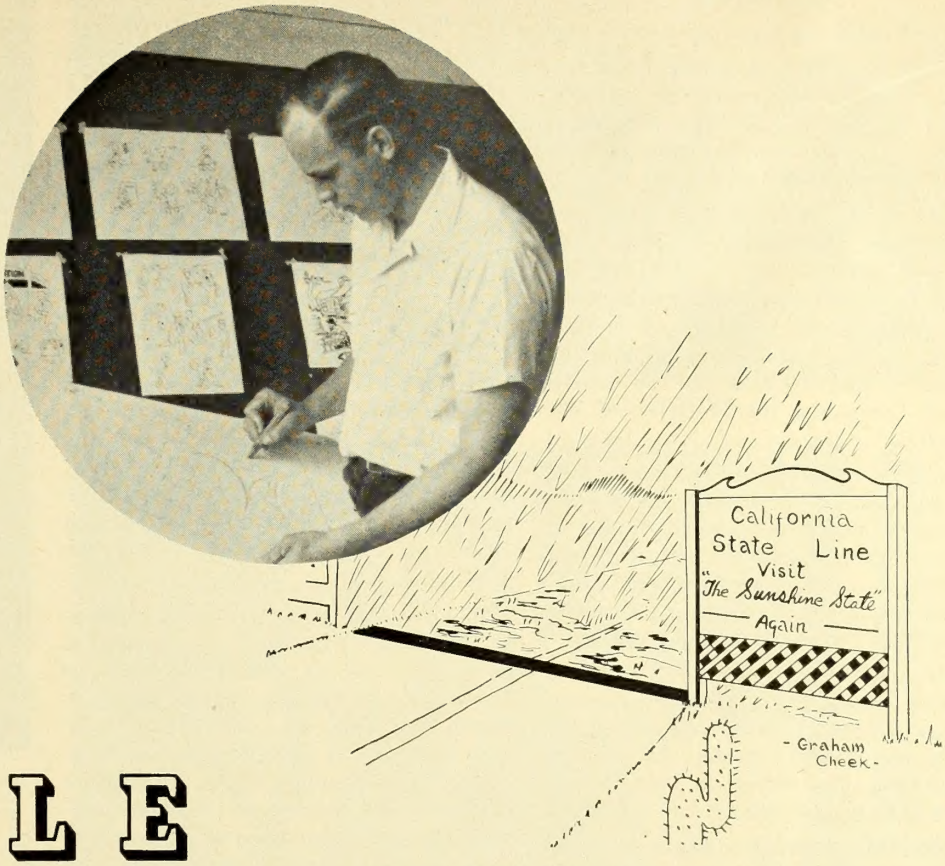
(2) EDWARD A. CONWAY, accounting clerk in the Se ond Division, has been one of the end men in the Greenvill Kiwanis Club's Minstrel Show for the past seven years. On of the photographs on this page shows Ed doing his "spot" i black face at the latest edition of the minstrel; the othe shows him off stage. Conway, a baritone, also is a feature vocalist in a five-piece group known as the "Bar-X-Boys'

(3) MRS. JOHN W. BIRDSALL of Siler City, wife of Sixth Division highway inspector, is an English war brid who finds America to her liking. The Birdsall are picture above with their two children, Monica Rae and Jan Anthony The former Barbara M. H. Bolding, she is a native of Ply mouth, England, where she attended school at the Convent o Notre Dame. She met her husband while he was serving i England as an ensign with the U. S. Navy Seabees. Durin the war Mrs. Birdsall's home was hit twice by German bomb

(4) "STUB" McKINNEY AND RUBY, prison bloodhound are ace trailers at the Cleveland County Prison Camp. Th two as a team nearly always get their man. Out of 80 prison ers who escaped recently, the pair managed to round up 75 Known as the fastest man at the prison camp, "Stub" neve finds it too hard to keep up with Ruby who lets nothing sto her from tracking down her quarry. Longest chase for th two lasted 14 hours. "Stub" and Ruby became partners whil



RK WORTHINGTON . . . Musician



(6) GRAHAM CHEEK . . . Cartoonist

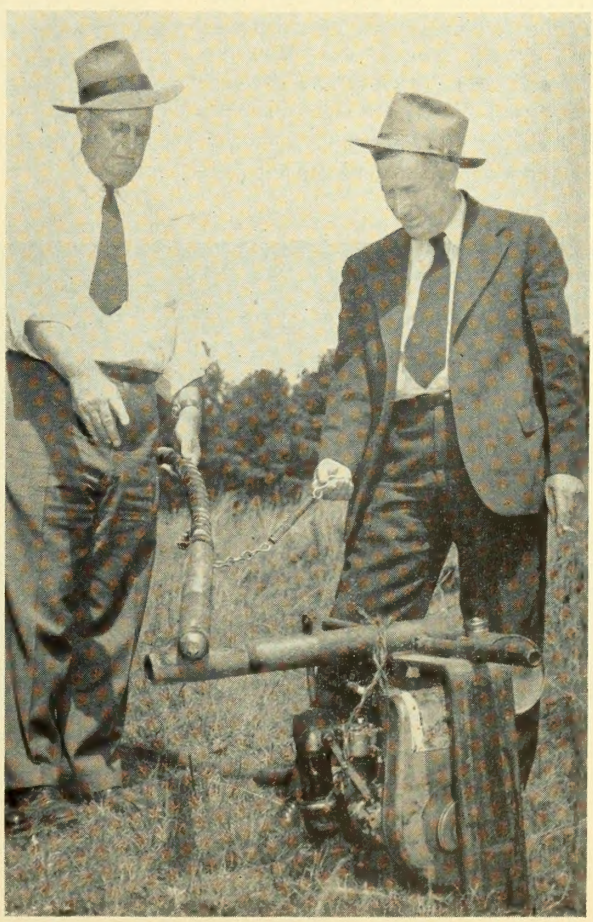
PEOPLE

was a prisoner at the camp for a short while. After his ole, "Stub" stayed on to handle the camp dogs.

5) **MARK WORTHINGTON,** gang foreman with the ntenance Department at Maury, is a one-man band to self. He plays a guitar and a mouth harp at the same e. Although he makes music primarily for his own enter- ıment, he is also a favorite entertainer at social gather- s in the area. Mark has been employed with the Highway ımission for 10 years.

6) **GRAHAM CHEEK,** sign painter in the Sixth Division p at Asheboro, is an amateur cartoonist with a profes- ıal twist. In the accompanying photograph he is execut- a cartoon of "Popeye" in front of a display of his ginal cartoons. Cheek came with the Commission last gust and has been doing cartoon work for 10 years. He k correspondence courses from the Washington School Art in Washington, D. C., and from the Landon School Cartooning in Cleveland, Ohio. Right now he is taking ourse in sign painting and show cards with International respondence Schools. A number of his cartoons were ried in the Navy magazine, *North Islander*, while he was tioned at the Naval Air Station in San Diego, Calif., during war. Graham's brother is State Insurance Commissioner ldo C. Cheek. NORTH CAROLINA ROADWAYS will publish some Graham's cartoons in this and future issues.

7) **A. T. HIGHT,** road oil supervisor in the Third Divi- ı, saw a need and did something about it. The result was invention of the Hight Vehicle Body Vibrator which kes it possible to spread damp or wet fine aggregates formly from a truck. Mr. Hight appears in the accom- ying photograph explaining his invention to Frank ıple. Mr. Hight perfected and patented the vibrator in 7 after two years of experimentation. The device is ily attached to truck frames and is also used to spread dy materials on icy pavements. Similar equipment is d in other divisions of the state. Mr. Hight has been ployed by the Highway Commission since 1937.



(7) A. T. HIGHT . . . Inventor

Tar Wheels

(Continued from page 9)

FIFTH DIVISION employees were saddened to learn of the death by heart attack of *William E. Boles*, section foreman helper. . . . He was stricken while at work in the vicinity of Monticello.

ALLEN B. WHITFIELD has been named superintendent of Guilford County's new prison camp. . . . He was formerly steward at the Fayetteville camp. . . . The Guilford establishment with a prisoner capacity of 125 was occupied on January 8 and replaces the old Battleground Camp, run for 30 years on city property.

RECENT BIRTHS include a son born to *Raymond M. Lunsford* of Caswell County, a daughter to *Paul Dickey* of Person County and a son to *Scott Hunter* of Graham. . . . *Clarence Walters*, Orange County maintenance supervisor, became a grandfather for the first time recently.

THE ARMY continues to break into highway ranks. . . . Latest employees called are *Zane T. Edwards*, truck driver of Orange County, *Bobby B. Cook* of Greensboro, *Roy Cates, Jr.* and *Henry Hicks* of Granville County.

L. H. HINSHAW, office engineer in the Greensboro office, tendered his resignation recently. . . . Also, *Jack L. Bowman* of Graham recently resigned. . . . *John Lee McPherson* took over his job. . . . In another part of the division, *Mrs. Inez B. Stallings* joined the staff of the Durham district office.

GRAHAM highway employees enjoyed a brunswick stem and fish fry recently held at *J. T. Martin's* home. . . . The food was prepared by *Mr. Martin, Carl Webster, Polly Parrott, Don Huffman* and *Richard Cole.*

J. H. POOLE is busy these days digging fishing worms and polishing up his fishing pole in preparation for many jaunts to the river banks this summer.

J. L. DAVIS, gang foreman in Durham County, has returned to work after a lengthy illness. . . . *Mrs. R. H. Oliver*, wife of a motor operator in Person County, recently spent a sojourn in Watts Hospital in Durham. . . . Others on the recent sick list have been *E. R. Cox, Mr. and Mrs. Kyle Jones of Roxboro, Johnnie McDade* and *Jimmie Davis.*

ROBERT HAMLIN of Person County was a winter vacationist in Florida.

THIRTY-FIVE officials from the Fifth Division and the Raleigh office met recently in an all-day session to plan the Fifth's highway program for 1951. . . . All eight counties of the division were represented. . . . Plans, specifications and procedures were discussed during the meeting.

TRANSFERS in the Fifth include *W. H. Walker* who has been transferred to be gang foreman with the Maintenance Department in Durham County, and *G. P. Hogan* who took over the resident engineer's position at Oxford replacing *W. G. Shull.* . . . At a going away party given in his honor, Mr. Hogan received very complimentary testimonials and a sport coat from the Construction Department and Maintenance Department supervisory personnel.

SYMPATHY is extended to *R. V. Graham* in the death of his brother, *Don S. Pettigrew* in the death of his brother and to *W. M. Hurteau* in the death of his mother-in-law.

NORTH CAROLINA ROADWAYS begs to correct an oversight. . . . In mentioning the new Durham district office in the last issue, we neglected to mention that *K. R. Scott* and the Bridge Department were also largely responsible for the new office building.



BLASTING CREW IN THE SIXTH



JACKIE AND MAILBOXES

DIVISION SIX

JACKY SPRUILL, four-year-old son of *District Engineer and Mrs. J. W. Spruill* of Lumberton, is a real supporter of the Highway Commission's activities. . . . He thought so much of the new type rural mailboxes recommended by the Commission that he built one of his own. . . . The accompanying photograph shows Jacky with both mailboxes.

THE RECENT SAFETY REPORT lauds Division *Engineer T. G. Poindexter* and Sixth Division employees for their successful blood donor drive. . . . Highway employees helped donate 247 pints of blood during the local Red Cross drive.

LATEST Sixth Division employees to enter the Armed Forces include *Vester Butler* of Broadway, *Larry Kelly* of Lee County, *Herman Shaw* and *Clifford Jester* of Randolph County, *J. W. Howell* of Robeson County, *J. F. Leonard* of Davidson County, *Alton Hicks* of Moore County, *Ralph O'Quinn* of Sanford and *C. T. Williams* and *Clarence Renegar* of Asheboro.

PFC. FRANK R. LENNON, son of *Mrs. Floy Burkhead*, recently finished basic training at San Antonio, Texas, and is now stationed at New Mexico Highland University, Las Vegas, N. M., taking A&E mechanics. . . . Before entering the service he was with the Construction Department.

MAYOR FORREST LOCKEY of Aberdeen entertained at a shad bake in April to which a number of Division Six supervisory personnel were invited. . . . The occasion is an annual affair.

ROAD OIL FOREMAN LOUIS MURROW sees double these days. . . . Twin sons of *Mr. and Mrs. G. L. Stutts* of Carthage work for him as flagmen and he has difficulty telling them apart. . . . To clear up the situation he also hired the twins' father.

RESIGNATIONS in the division include *Edd Bryant, Jr., Lewis Webb, Paul K. Wood, Phryne Pike* and *F. L. Thompson.*

CITIZENS of the Lobelia Community (Hoke County) were so pleased with results of the bond program in their section that they recently held a barbecue and fish supper to which a number of highway employees were invited.

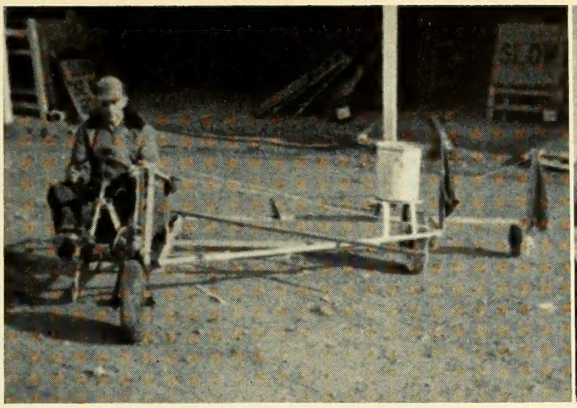
SYMPATHY is extended to *Mr. and Mrs. John E. Pope* whose six-months-old daughter died in March. . . . Mr. Pope is a sign painter at Lumberton.

MR. AND MRS. S. P. SWARINGEN of Aberdeen recently announced the engagement of their daughter, *Sue*, to *Elbert Morrison* of Statesville. . . . Mr. Swaringen is resident engineer at Carthage.

MR. AND MRS. A. Z. WILLIAMS announce the birth of a son, *Charles*, on April 3. . . . The new father is junior right-of-way engineer for the division.

THE ACCOMPANYING PHOTOGRAPH shows the blasting crew of *Mack Cranford* while at work on a county road leading from Asheboro to Cedar Falls.

SUPERVISORY PERSONNEL met on April 10 to plan work for the spring. . . . *Commissioner George S. Coble, T. G. Poindexter, Bob Edwards* of the Raleigh Equipment Department and *Prison Director John Gold* made short talks.





SEVENTH DIVISION INVENTORS



ENGINEER BEATTY AND OFFICE GIRLS

DIVISION SEVEN

DIVISION ENGINEER M. E. BEATTY appears in the accompanying photograph surrounded by five pretty girls who work at the Seventh Division headquarters in Albemarle. . . . They are *Syrella Pickler, Mrs. Rayemell Russell, Mrs. Doris Burleson, Mrs. Dura Sikes* and *Bessie Lee Bradley.*

CABARRUS COUNTY employees enjoyed a fried chicken supper and square dance in Mt. Pleasant several months ago. . . . This was the first supper held by the unit to which wives and sweethearts of employees were invited.

AT THE DINNER *Lee McAlister*, a retired rural mail carrier, recalled a number of interesting items about early road construction and maintenance in the county. . . . He well remembers when the first big trucks came to replace the horse drawn scrapes. . . . He recalled that *Gang Foreman F. B. McAnulty* was one of the men who brought the first trucks to the county.

STANLY COUNTY employees also enjoyed a social recently. . . . It was in the form of a chicken stew and square dance at the armory in Albemarle.

EMPLOYEES are already starting their vacations. . . . *District Engineer George Rike* spent two weeks in the Florida sun. . . . *Resident Engineer Geddie Strickland* made a tour of the Smoky Mountains. . . . *George Cherry* of the Construction Department visited Wilmington. . . . *J. W. Jones* visited relatives in West Palm Beach, Fla. . . . *Foster Deese* of Union County spent his vacation at home remodeling. . . . *Lloyd Safrit, Ralph Alderman* and *Bob Rollins* report good fishing off the Carolina coast. . . . Another recent fisherman was *George Hartsell* of the Maintenance Department who caught several Whitings, one weighing one and three-fourths pounds.

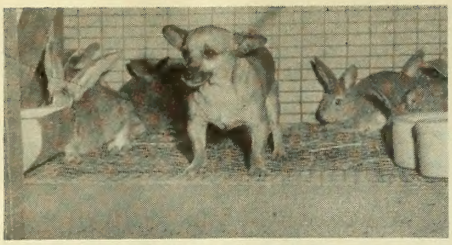
L. P. BROOKS, former employee with the Commission, was very thoughtful of his old associates and donated a pig which he helped barbecue. . . . It made a fine supper after the trimmings were added. . . . Also, *J. P. Thomas* invited a number of Commission employees to a dinner in April.

THE PICTURE ON THE NEXT PAGE shows *"Sam"* performing his duties as custodian of the Rowan County Prison Camp rabbits which later appear on the camp's menu. . .Elsewhere in this issue we carry an article on *Redman S. Lowe*, superintendent of the camp, who won the 1950 McCrary Award.

A NUMBER of Seventh Division employees have entered the Armed Services. . . . The list includes *C. H. "Buck" Heilig* and *Vernon L. Dicks.*

TWO SEVENTH DIVISION inventors appear in the photographs on this page. . . . In the picture to the left, *F. T. Adams* of the Sign Department is shown operating a two stripe tow unit for pre-lining highways which he designed and built. . . . At the right, *Sign Supervisor W. E. Canfield* and Mr. Adams appear with a paint mixer which the two men constructed.

SPEEDY RECOVERY WISHES are extended to *Gene Downs, W. M. Berryhill, Marvin Jones, G. R. Winecoff, Billy Crump, Mrs. Walter Manley, Jr.* and *J. C. Morris.*



"SAM" ON GUARD

THE COMMISSION lost by resignation the following: *James L. Ritchie* of the Construction Department, *Mrs. Louise K. Whitley* who is replaced by *Mrs. Doris O. Burleson, Mrs. Kathryn T. Hinkle* who is replaced by *Bessie Lee Bradley, E. C. Freeze*, who resigned to devote his time to farming, *B. C. Cox* and *Fred Morris*.

CHARLES R. SMITH has been appointed American Legion baseball commissioner for Area Three which comprises 19 central North Carolina counties. . . . Mr. Smith is office engineer at the Albemarle headquarters.

PROMOTIONS from temporary to permanent workers went to *C. A. Kirk, K. C. Agner, C. A. Leazor, R. C. Woodie, H. A. Parker, Jr.*, and *E. F. Jordan*. . . . *F. W. Schenk* is now a machine operator.

ROWAN COUNTY employees enjoyed a picnic supper this spring prepared by ladies of the Salem Lutheran Church. . . . Some 120 persons were present.

MR. AND MRS. H. D. LEFLER announce the birth of their eleventh child.

DIVISION EIGHT

E. FORD KING, SR., who has been confined to his home for more than two years because of illness, received a Helicrafter television set from Eighth Division employees recently. . . . The Craven Furniture Company of Boone furnished the set at cost and made a free installation of the aerial.

THE TWO YOUNG CHILDREN in the accompanying photograph belong to *Mr. and Mrs. Paul DuPre* and *Mr. and Mrs. C. S. Childress, Jr.*, both families of North Wilkesboro. . . . Mr. DuPre and Mr. Childress are employed by the Construction Department.

OUR OTHER PHOTOGRAPH shows eye-catching *Pauline Pugh*, new stenographer in the District Three office. . . . Pauline, who previously worked in Florida, replaces *Mrs. Joe Farthing* now working with REA.

BILL RAY is a new father of twin girls, *Jane and Katherine*, born in February. . . . The girls were a little hasty about starting life and had to spend their first several weeks in incubators. . . . Mr. Ray is located with the Construction Department in Winston-Salem. . . . Also, *Mr. and Mrs. W. M. Blackburn* announce the arrival of an addition to their family, *Joseph Allen*. . . . A new addition also came to the family of *Mr. and Mrs. Arnold Spears* on March 16.

GEORGE MARK GOFORTH, JR., *son of Commissioner Goforth*, was married in March to the former *Malissa Florence Godwin* of Goldsboro. . . . The ceremony was held in the Kenly Baptist Church.

SUPERVISOR "PETE" JUSTUS, *Right-of-Way Engineer Burt Thompson* and others are bestirring themselves in preparation for the fishing season. . . . They were even out early on the morning of April 15.

SUPERVISORY FOREMAN J. G. SHERMER of Yadkin County recently suffered a relapse of a recent illness and was confined in a Winston-Salem hospital.

DIVISION NINE

STANLEY SHERMAN, engineer with the Construction Department in Shelby, was recent champion in a Cleveland County bowling tournament, winning over 84 entries in the event. . . . He won his honor in tenpin singles, doubles and mixed doubles competition. . . . His game scores were 269, 235 and 231.

WE ARE PROUD to carry another carton elsewhere in this issue done by *P. L. Cantrell*. . . . We think the cartoon speaks well for the ability of the artist.

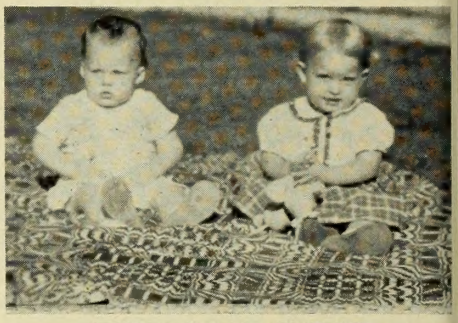
AMONG NINTH DIVISION employees and their families on the recent sick list were *W. C. Everidge* and *Paul Mechling* because of appendectomies, *Forrest Elliott Schrum* who is on leave of absence, *Gene White* of Shelby who underwent an operation, *Frank Roberts* who was injured in an accident, *Mrs. T. W. Fagan, Raymond Lee Early* who is the son of *Roland Early, David Biddix, W. C. Campbell, M. W. Ledbetter, Thad Guy, Seagle Caraway, T. H. Sluder, James Willborn, W. R. Ricks* and *Raymond Robinson*.

CONGRATULATIONS to three employees in District Three who recently completed 25 years of service with the Highway Commission. . . . They are *Gordon Hicks Elliott, Alvia Lealon Lytle* and *Horace Fletcher Edwards*.

DISTRICT THREE did some record-checking lately and found that 15 maintenance employees have the name of "James". . . . They are *James W. Bailey, James A. Clark, J. James Crouch, James N. Hammett, James A. Henson, James F. Ormand, James E. Smith, H. James Self, James D. Thompson, James D. Wilborn, James F. Williams, James M. Williams, S. James Case, James C. Hargett* and *James Hayden*.



PAULINE PUGH



CHILDREN IN EIGHTH

FOURTEEN EMPLOYEES have the name of "John" as follows: *John A. Bailey, John B. Bland, John R. Hemphill, John L. G. Lafevers, John T. Matheny, John A. McNeill, John S. Proctor, John E. Thompson, John B. Young, John B. Carswell, John B. Gurley, John F. Morris, John A. Spurlin* and *John D. Welch*.

SIGN SUPERVISOR E. J. RECTOR advises that his department is preparing to put actuated lights at the intersection of Routes 74 and 274 and Second Avenue and No. 74 in Gastonia and also at the intersection of Routes 70 and 127 in Hickory.

RALPH A. QUEEN with the Construction Department at Shelby was married in January to *Thelma Turner*. . . . *W. W. Lattimore*, foreman in Cleveland County, announces the marriage of his daughter, *Virginia Pearl*, to *John Clifton Eubanks* in February. . . . *Raymond Robinson* of the Equipment Department in Marion was married to *Gladys Jenkins* on February 3. . . . *Jack Wilkerson* is also a newly wed.

LATEST FISH TALE comes from *Grant LaFevers* who says he caught a bass weighing six and one-half pounds. . . . *Cecil Williams* and *E. D. Boone's* fishing trip was a little different. . . . While fishing one night their motor ran out of gas and they had to paddle the rest of the night. . . . The fish weren't biting either.

A. W. WALLS of the Marion Equipment Department sports a new Chevrolet these days.

CONGRATULATIONS to *Mr. and Mrs. Dewey A. James* of Nebo to whom the stork brought a new daughter. . . . A daughter also came to *Mr. and Mrs. Fred Snow* in April. . . . *Inspector Ray Nichols* announces the birth of a son on April 12. . . . *Assistant Division Engineer E. L. Kemper* is a proud grandfather for the second time (it's a boy).

T. C. WALKER, Iredell County, chalked up 4,226 miles on a recent trip to Paris, Texas.

RESIDENT ENGINEER JOE EVANS AND MRS. EVANS attended the Azalea Festival in Wilmington.

SPRING means that *R. E. Geer* will again be busy gathering equipment for his ball club which is in the Palmetto League and plays two games a week during the players' spare time.

J. A. VASSEY is new permanent employee in the Rutherford office. . . . He is a former policeman.

RESIDENT ENGINEER H. D. SMITH will have a wonderful view of Chimney Rock at the completion of the remodeling of his home in Rutherford.

BOB CARLTON recently resigned to accept construction work in Florida.

SYMPATHY is extended to the family of *Charles S. Brawley*, retired Highway Commission employee who died on April 9. . . . To *C. S. Honeycutt* in the recent death of his father.

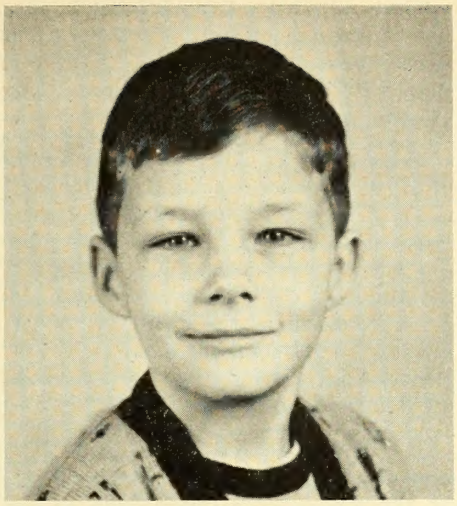
ONE OF THE GIRLS who recently narrowly escaped disaster on a boating trip off the Florida coast is the niece of *Maintenance Foreman J. Frank Morrison* of Statesville. . . . She is *Dot Sherrill* and formerly made her home with the Morrisons.

BETTY PEELER, stenographer in the division office, entertained at a dinner party this spring to which *Mr. and Mrs. Joe Davis, Mr. and Mrs. W. G. Edney* and *Mr. and Mrs. Ambrose Cline* were invited.

SECTION FOREMAN L. E. CLINE has returned to work after a long leave of absence.

DIVISION TEN

TWO NEW BUILDINGS have recently been erected for Commission employees in the Tenth Division. . . . District Two



BOBBY PORTER

is proud of its new office building at Burnsville. . . . Constructed by the Bridge Maintenance Department under the supervision of *Floyd Yount* and *J. J. Blevins*, the building is made of brick veneer and the interior is finished in plywood with knotty pine paneling. . . . There is also a large parking area in the rear of the building.

THE BRIDGE MAINTENANCE DEPARTMENT in Spruce Pine also boasts a new building. . . . It serves Avery, Mitchell and Yancey counties.

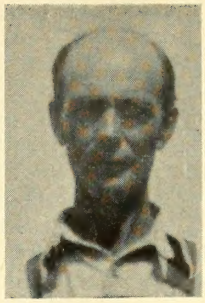
THE CONGREGATION of Bolens Creek Baptist Church was so pleased with the new bridge on the road leading to its church that *J. J. Blevins* and his crew were invited to a chicken dinner served by the ladies of the church.

HIGHWAY OFFICIALS met recently with Swain County citizens to "air" out mutual problems. . . . In attendance at the meeting were *V. L. Cope*, chairman of the Good Roads Committee of the county; *Road Maintenance Supervisor D. E. Hyatt; District Engineer E. L. Curtis; Assistant Division Engineer J. T. Knight; Commissioner L. Dale Thrash;* and *Division Engineer W. M. Corkill*. . . . Similar meetings have been held throughout the district.

AT ANOTHER RECENT GATHERING, the Third District had the pleasure of meeting Governor Scott.

WILLIAM A. WILSON, a State Highway Commission employee for many years, died recently at Brevard. . . . Mr. Wilson served as superintendent of the Transylvania County road system before his illness and served one term as chairman of the Democratic Executive Committee of the county. . . . Sympathy is also extended to *Robert Corn* in the death of his father.

DAVID F. DOVER, see accompanying picture, age 66, is the oldest man working for the state in Buncombe County. . . .



David F. Dover

Mr. Dover, who began work as a laborer in 1921, retires on June 30 of this year. . . . He has been connected with the Maintenance Department during his entire work period.

RAINY DAYS also mean work for Commission forces. . . . *County Foreman Raymond Mehaffey* of Haywood County took advantage of such a recent day and held a safety meeting for all the employees working under him.

SETH HONEYCUTT is new county foreman in Yancey County replacing *Edd Pate*, resigned to work for the State of Oregon.

W. B. FERGUSON returned recently from a 10-day vacation in Florida.

BOBBY PORTER, son of *R. L. Porter, Jr.*, in his first year at school has a lot of troubles. . . . While trying to show the little girls of the neighborhood how Tarzan swings through the trees he fell on his chin and knocked out an upper tooth. . . . Now he claims he can whistle at the girls better and thereby attract even more attention than tree-swinging. . . . Bobby is the young man who appears in the photograph on this page.

WE ARE GLAD to report that five Tenth Division employees who have been ill are on the way to improvement now. . . . *Jack W. Sherrill* of Franklin was recently discharged from the Black Mountain Sanatorium. . . . *Robert Camby* and *H. C. Gaddis* of Swain County have returned to work after illnesses. . . . *Mack Fender* of Madison County is improving from a recent heart attack. . . . *Foreman Adler Phillips* has returned to work after an accident in which he lost a finger.

MR. AND MRS. FRANK BLACK announce the birth of a son.

FREEZING WEATHER during the winter and rains of the spring wrought damage to road work in the Tenth Division. . . . Six and one-half inches of rain fell in Cherokee County causing a number of washouts and bridge damage. . . . In Graham County, several slides occurred and a bridge was lost on Snowbird Creek. . . . Highway employees are working to correct the conditions.

HEADQUARTERS

PUBLIC WORKS MAGAZINE honored our own *Equipment Engineer B. W. Davis* recently. . . . A photograph of Mr. Davis was carried on the cover and the magazine lauded him as a leader in public works. . . . A biographical sketch carried elsewhere in the issue stated, "It is with unusual pleasure that we present this brief sketch of a modest man who has contributed so much to the advancement of engineering."

THREE HEADQUARTERS employees have been active in extracurricular activities lately. . . . *Mary Ettawa Wilkinson* of the Accounting Department was a member of the championship basketball team which received top honors in the Raleigh Women's City League. . . . As a player on the Boylan-Pearce team known as the "Raleens", she and her teammates received a trophy and plaque. . . . Mary Etta plays center guard.

L. POLK DENMARK of the Division of Statistics and Planning spoke at the Calvary Baptist Church in Raleigh recently in the absence of the church's pastor. . . . His subject was "Men's Place in the Church".

H. K. WITHERSPOON by virtue of his ice skating ability was recently elected president of the Ice Skating Club of Raleigh which is once again active since the opening of the State College Coliseum rink. . . . The club plans an expanded program this season.

TWO HAPPY FATHERS in the Bridge Department include *J. A. McNeill* whose daughter, *Donna*, was born on April 9, and *Sam Usry* whose daughter, *Margaret Jean*, was born on February 18. . . . Another proud pop is *W. T. Thomas*.

THE HEADQUARTERS GROUP notes a number of recent resignations. . . . *D. A. Hansen* and *Rachel Summers*, both of the Right-of-Way Department, recently resigned. . . . Hansen is replaced by *S. H. Shearin* who was transferred from the Fourth Division and Rachel is replaced by *Hilda E. Russell*. . . . The Bridge Department lost the services by resignation of *G. B. Wynne, R. C. Mills, D. C. Shearin, J. F. Thomas* and *C. E. Cox*.

TWO NEW EMPLOYEES in the Bridge Department, however, are *A. F. Noble* who comes from Miami, Fla., and *R. R. Trevathan, Jr.*, of near Raleigh. . . . *Mrs. Dixie S. Ferguson* is new in the Bridge Maintenance Department.

JACK WARREN of the Bridge Department and *T. B. Wilson*, Principal Right-of-Way Engineer, have been on the recent sick list. . . . *Jimmy Easom* has returned to work after a long stay in the Veterans Hospital in Richmond.

THE BRIDGE DEPARTMENT also regretfully announces the retirement of *Bruce Conner* because of bad health. . . . His service with the State Highway Commission dates back to 1922.

SYMPATHY is extended to the family of *E. O. Heritage* who died in January. . . . Mr. Heritage, a member of the Bridge Department, died at his home in Burlington after a short illness. . . . Friends of the Highway Commission were also saddened to learn of the death of *Guy V. Roberts* of Marshall in March. . . . Mr. Roberts was a member of the first Commission from 1915-1919.

SAFETY DIRECTOR H. D. JONES is a member of a new committee organized by the Maintenance Department of the Highway Research Board. . . . It is the committee for the safety of maintenance personnel which will intensify highway safety activities in all states and communities. . . . "Tarvia" is also chairman of the Highway and Streets Committee, a section of the National Safety Council.

DAVE STANSEL, affable young assistant to *Personnel Director Jim Dodge*, left his job for greener pastures this month. . . . He takes over a new job as contact representative between the State College School of Engineering and the engineering industry. . . . Sympathy is extended to Miss Flora McDonald of the Statistics and Planning Division whose brother died recently. . . .

Second Phase of Primary Highway Survey Underway

The second phase of North Carolina's primary highway needs survey has begun. A field party of the Division of Statistics and Planning is in the process of covering 6,000 miles of NC routes to measure curves, grades, widths and sight distances to determine highway deficiencies.

First phase of the survey, completed last winter, covered US routes and showed that 69 per cent of the state's heaviest traveled roads are inadequate for today's traffic. The survey further showed that it would take $305 million to bring them up to tolerable standards.

The department recently developed a new device for use in the current survey. The device is used to measure the per cent of grade while the survey car is in motion. It resembles a U-tube on the manometer principle in which the car itself acts as a carpenter's level. Colored liquid inside the U-tube rises or falls on a graduated scale to indicate the per cent of grade. The device is correct to within one-half of one per cent of grade.

Other equipment in the car includes a special odometer which deals to the thousandths of a mile and an automatic gyro-compass used to measure the external angle of curves. Both devices can be used while the car is traveling.

The current survey will be completed by mid-summer.

Highway Commissioners (IV)

(Continued from page 5)

Savings and Loan section of the Federal Home Loan Bank System being assigned to the eight southeastern states.

In 1940 Mr. Clark returned to Fayetteville where he and his wife became co-owners of the Mayflower Laundry and Dry Cleaners, one of four in the city of Fayetteville. The 11 intervening years have seen Fayetteville become a boom town with the influx of war personnel. The laundry business has boomed too.

Today the Mayflower Laundry is one of the most modernly-equipped in the state. With a staff of 75 persons, the plant has expanded twice and has been completely equipped with new machinery over the last three years. It is ideally ventilated throughout having air-conditioned offices and features a refrigerated fur storage unit. The business is an investment in excess of $100,000.

Since Commissioner Clark took over his highway position in 1949, the running of the laundry has been entrusted to his capable wife, a petite blonde, whose good looks belie her executive ability. Wilbur Clark takes his highway work seriously. He spends more than half his time in highway work and calls the division headquarters, located in Fayetteville, his office during morning hours. Afternoons are mostly spent at the laundry or traveling over the division.

The Third Division Highway Commissioner took over his highway position with both a rural and urban background. For two terms he served as mayor pro tem of Fayetteville where he found what good highways mean to cities. He became familiar with the farmers' road needs when he was a stockholder in Golden Belt Orchards and Farms, Inc., a corporation which owns a 1,200 acre farm in Cumberland County.

More Activities

In spite of busy work schedules with both highway and laundry duties, Wilbur Clark finds times to be active in many other phases of community life. He is a member of the Highland Park Presbyterian Church in Fayetteville, one of the city's larger churches, where he has served as a deacon for five years. He recently served on the pulpit and building committee which last year completed a $350,000 church addition.

(Continued on page 20)

Highway Employees will get Special Awards for Safety

By H. D. JONES
Enginner-Director of Safety
State Highway Commission

EMPLOYEE safety awards will soon be given to all State Highway Commission employees who have worked for the years 1947, 1948 and 1949 without accident or injury.

Of course, we have many men who have worked much longer without accidents or injury, but records are available only from the date of organization of the department of safety—1947.

Getting a state-wide program underway is a tremendous undertaking, especially with our numerous employees and our unprecedented road program.

The Commission safety program has been successful and is far less expensive than the majority of programs in other states. Our organization uses assistant division engineers as chairmen of safety for their divisions. They are assisted by a committee composed of the three district engineers, the bituminous supervisor, division mechanic and division supervisor. In many instances, the division organization for safety is extended to each county—and this procedure is heartily recommended

The Engineer-Director of Safety is charged with the responsibility of visiting each division or department and keeping them ever alert that their men may avoid injury, inspecting camp equipment and grounds, also sanitary conditions including prison camps.

Weekly bulletins carrying safety messages and instructions to every worker and equipment operator are sent to every division and department. At the end of each month the department issues a report covering every personnel injury and equipment accident along with number of employees in each department and accident frequency rate for the month.

Safety manual, driver or operator instructions, and posters are sent out periodically. We are doing everything within our power to make our employees more careful and SAFETY conscious, realizing that each day their work becomes more hazardous, traffic being increased by approximately 12,000 vehicles per month, and remembering that our interesting state draws more and more tourists each year.

Our safety awards for the one-and two-year men are attractive lithographed certificates, bearing the individual's name, the Green Cross (national emblem for safety) and signed by the State Highway Commission Chairman, and the Director of Safety. Some 2,504 of these awards will be made this spring and summer in special ceremonies throughout the 10 divisions.

For the three-year men the award is an attractive sterling silver pin-design outline of North Carolina bearing state initials, NCSH&PWC 3 year Safety award,


North Carolina State Highway & Public Works Commission
Department of Safety
In recognition of the Accident Free performance of duties as an employee of the State Highway & Public Works Commission
is hereby awarded this Safety Certificate in recognition for one year's services without an accident

and Green Cross, in fired enamel. Over 3,340 of these awards will be made.

For the division with the best record in the group for the respective years the department will present beautiful walnut and metal plaques in recognition of meritorious accomplishment.

Here are some facts interesting to note:

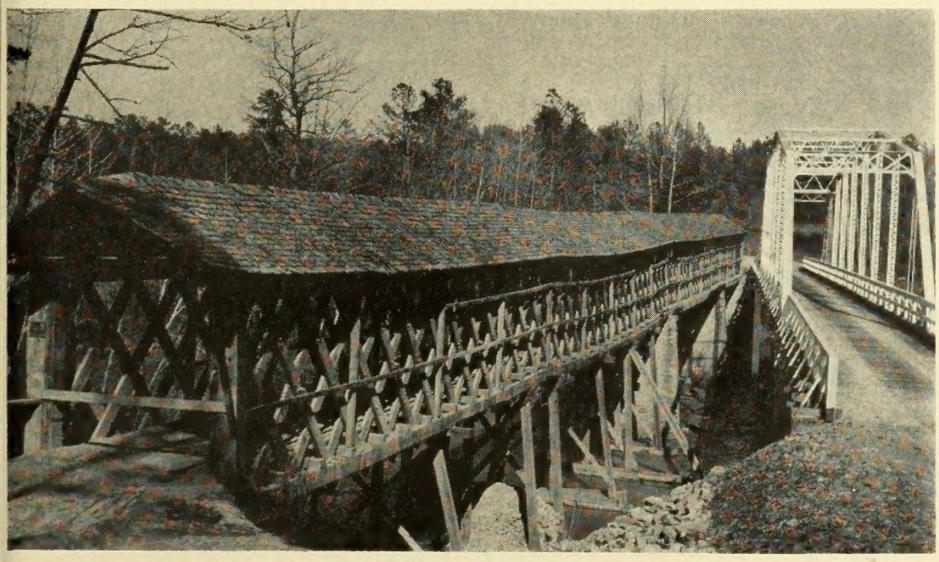
Man-hours worked during 1947—22,905,-800—accident frequency rate of 7.86

Man-hours worked during 1950—32,024,-200—accident frequency rate of 7.94

Our frequency rate nationally for those states reporting on a standard basis was the best in 1948. In 1949 it was twice as good as the next best.

In times like these when man power is at a premium the conservation of both men and equipment is not only showing loyalty but patriotism as well. Both are vital to our state and nation today.

THERE IS A SAFE WAY—
DO IT THAT WAY!



Study In Contrasts

BACK IN 1933 when this photograph was taken, the Martins Mill Bridge in Montgomery County over Little River was the very latest thing. Adjacent to it and setting off its shining newness was the old covered bridge it replaced which dates as far back as 1860. Note the wooden plank barring entrance to the old bridge. Since 1933 the "new" bridge has seen its share of repairs.

What's New?

A Roundup of Highway News from Nags Head to Nantahala

AT ITS APRIL meeting the State Highway Commission tackled two major issues created by the 1951 Legislature—the Powell street aid bill and the heavy penalties truck weight legislation.

Although it adopted no formal policies, the Commission did engage in lengthy discussion and debate about the controversial and sometimes confusing Powell legislation. Most debatable conversation revolved around the matter of jurisdiction between the Commission and municipalities. "It is clear," Highway Chairman Henry Jordan said, "that the Powell Bill seeks for the first time to set up definite responsibilities for both the Commission and the cities and towns. We must try to determine what those responsibilities are and carry out the letter and spirit of the new law."

The heart of the Powell Bill, in the opinion of the Highway Chairman, is that section which says that city streets forming a part of the State Highway System shall be constructed and maintained by the Highway Commission "to the extent and in the same manner as is done on roads and highways of like nature outside the corporate limits."

At its April meeting the Commission decided to lift the maximum gross load limits on secondary roads from 16,000 to 20,000 pounds for two-axle vehicles and from 24,000 to 30,000 pounds for three-axle vehicles. It also authorized its engineers to use some discretion in posting secondary roads based on the condition and durability of the road. This means some secondary roads capable of carrying primary road loads will not be posted and other roads which will not stand the new maximums will get reduced load limits.

Other aspects of this problem are discussed by Dr. Jordan on page one.

HERE'S ONE REASON why you read more about highway accidents than you used to: nearly twice as many cars are using the roads now as in 1940 . . . Engineer J. S. Burch, who keeps up with such statistics, reported recently that March 1951 set an all-time high record for number of vehicles using North Carolina highways and ran eight per cent over the count for 1950.

CONSTRUCTION OF THE new H-Bomb plant at Camden, S. C., will vitally affect wage scales for construction workers in this area, highway officials believe . . . The new plant will require thousands of workmen and may bring on a labor shortage comparable to the growing materials shortage (especially in steel).

SECOND DIVISION highway folks have just completed another unpleasant task: chopping down a beautiful row of cedar trees on the right-of-way of a widened highway between Greenville and Bruce . . . The half-century-old trees, about 30 in number, had long been a landmark and beauty spot in that region but at the same time they made the 16-foot highway a nightmare and traffic hazard.

AN INTERESTING feature of the new seven-mile four-lane boulevard between Kings Mountain and Gastonia will be service roads, built to facilitate traffic entering or leaving the new boulevard . . . Engineers in many other states already are making use of these auxiliary side roads in the interest of highway safety, especially where filling stations and congested intersections create danger . . . Only other service strip highway in North Carolina now is between Lexington and Thomasville, but more are on the way.

THE COMMISSION expects to have a paved road all the way down to Oregon Inlet on the Outer Banks for seashore visitors this summer . . . Surfacing is now under way on the last ten-mile stretch between Nags Head and the Inlet . . . This leaves only a 17-mile stretch unpaved along the 62 miles connecting Nags Head and Hatteras Village.

EIGHTEEN NORTH CAROLINA towns now have "by-passes" away from the downtown section on one or more major highways, and the demands for more are growing every day . . . Engineer James S. Burch, who knows about by-passes, made the following observation about them recently: "The downtown filling stations and hotels are opposed. The merchants are usually split, with the minority being opposed, but eventually becoming favorable. The citizens generally are favorable throughout, but say very little until after the by-pass is built and downtown traffic improvements are obvious. They generally come to the conclusion that space for traffic is very limited; that local traffic brings more business than through traffic; and they are willing to give up the through traffic patronage to retain the more important local traffic patronage."



BY THE TIME you read this, State Treasurer Brandon Hodges may already have placed on the market one-half of the last $75,000,000 in secondary road bonds authorized in a special referendum two years ago . . . Which means that the $200,000,000 secondary road program is well along into its second phase and should be finished within the next 24 months.

WHERE IS THE steepest grade on a numbered highway in North Carolina? . . . One citizen wrote the Commission recently suggesting that it might be on NC 128 leading from the Blue Ridge Parkway to the summit of Mount Mitchell . . . But records show the steepest section there is only nine per cent . . . Most engineers think McDowell County claims the record . . . The street along the north side of the courthouse there (in the center of town) is 12 per cent . . . And several sections of NC 26 north of Marion and Woodlawn are also about 12 per cent . . . Other steep grades—all about 10 per cent—are on US 25 in Marshall, US 21 south of Sparta, US 221 north of Boone, US 221 south of Crossnore and US 19 east of Spruce Pine.

IT TAKES HIGHER mathematics to compute the annual consumption of food served at North Carolina's 87 prison camps . . . For the 10,950,000 meals served at prison camps last year, it took thousands and thousands of pounds of food, according to a report released recently by Charles Amick, clerical assistant in the Prison Department.

For example, among the 61 items listed were the following staggering amounts: 2,243,940 pounds of flour; 1,983,912 pounds of Irish potatoes; 123,336 pounds of fresh beef; 209,088 dozens of eggs; and 391,380 loaves of bread.

A Special Report

What the Legislature Did

ALTHOUGH THE 1951 General Assembly took a four and one-half million dollar bite out of highway funds and slapped stern penalties on road weight violations, state highway employees were far more interested in a little matter called salary increases.

In this field, the Legislature, according to State Highway Employees Association officials, refused to honor a commitment made early in the session that it would provide a general wage increase of about 10 per cent. Reason given for this failure was that it would require raising taxes, an action which the fifty-oners refused to allow even in the field of fishing bait. Instead, they authorized a state-wide hike of $15 a month beginning July 1, 1951, and directed that the Personnel Department's current increment program be continued.

Some legislators insisted that the $15 raise plus the increment would come close to the ten per cent commitment, but the increment program doesn't affect all employees and by that token fails to reach the 10 per cent goal.

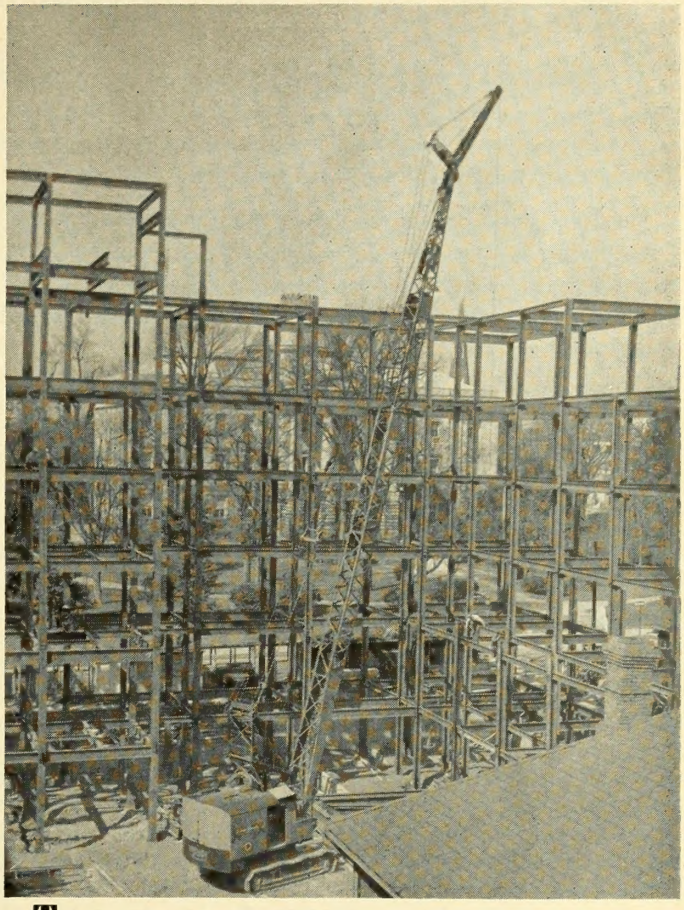
The Legislature's action came at a time when the cost of living was soaring out of sight and when inviting job opportunities were developing elsewhere in the Carolinas. Ordinarily, the Highway Commission recruits many of its young engineers from the senior class of North Carolina State College. This year interest in the SH&PWC manifested by students there was almost nonexistent. Important vacancies now exist in the Commission's Roadway Department and many divisions are short of skilled personnel with little hope of attracting replacements soon.

At its March meeting the State Highway Commission went on record supporting the 10 per cent increase and met with legislative committee chairmen in vain. Highway Chairman Henry Jordan told legislators that the Commission must employ certain types of skilled personnel in highly competitive fields and that salary ranges are not meeting market competition. In spite of the work done by the Commission and by the State Highway Employees Association, the increase was not approved.

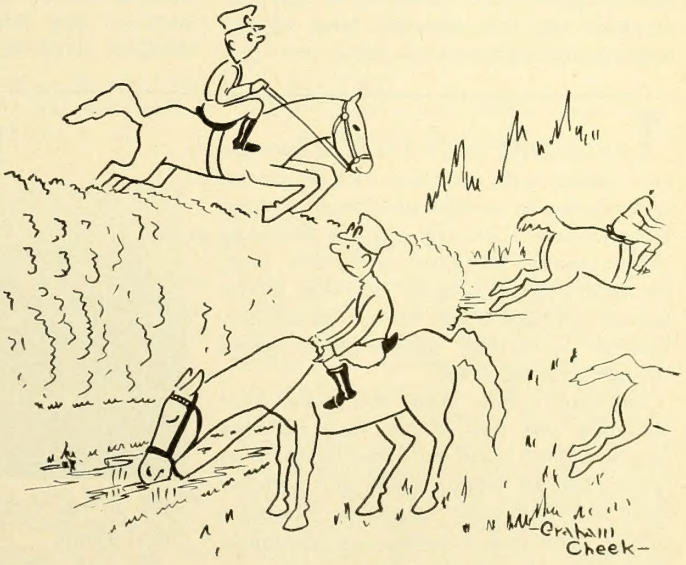
To meet the crisis the Highway Commission is working with the Personnel Department to make highway employment more attractive in several critical fields. But the Personnel Department feels it cannot do much in this effort without circumventing the General Assembly's orders.

The personnel shortage—greatly intensified by construction of the new Atomic Energy plant in South Carolina—comes at a time when the 1951 paving program is in full swing and when highway work is reaching a peak. How much the manpower situation will impede 1951 work cannot be ascertained until the season ends next fall.

Steel on the Raleigh Sky Line



THE VAST SKELETON of Raleigh's new Highway Commission headquarters building already has begun to blot out a familiar view of the State Capitol for many highway employees working in the old building on Morgan Street. This photograph, snapped by Charles Snow, from the roof of the old highway building shows how rapidly the form of the new structure has taken shape this spring. The large crane was still moving steel girders into place and warm weather hadn't burst forth the Capitol Square's luxurious foliage when Charlie captured this construction portrait, soon to be erased by mortar and granite.

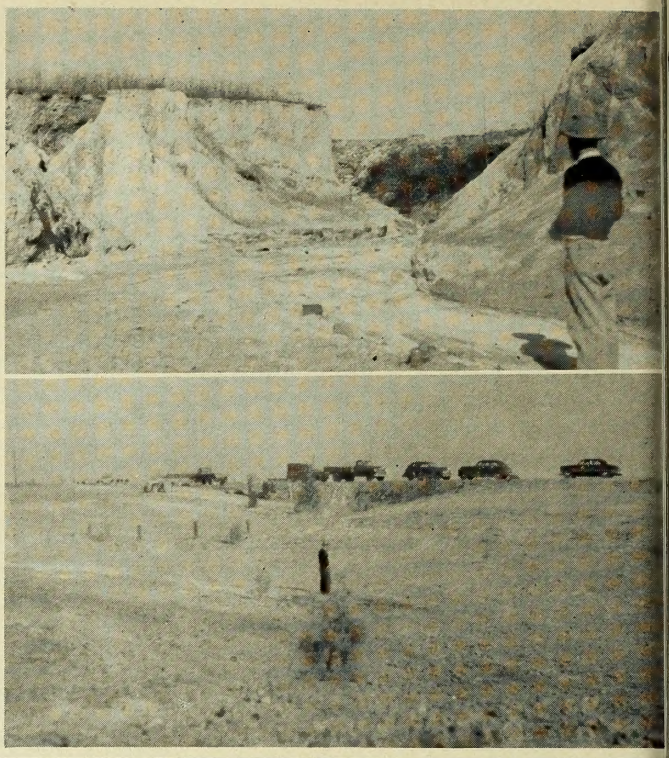


BEFORE . . . . . AND AFTER

HIGHWAY ENGINEERS necessarily have to be concerned with erosion—one of the deadly enemies of good highways. Two Ninth Division engineers recently battled with erosion in Cleveland County and came out victorious.

The large gully, which appears in the top photograph was endangering work on one of the Highway Commission's roadbeds (seen in the center background). The section is part of a six and one-half mile project running from east of Shelby to US 74.

E. L. Kemper, assistant division engineer, and J. B. Verner, assistant landscape engineer, decided to do something about it. Eight check dams composed of telephone poles were installed to control the movement of earth. Then a bulldozer cut down the surrounding slopes and the entire area was seeded to prevent further erosion. You see the result in the lower photograph. A. H. Allen, landscape supervisor, is standing at the same spot in both photographs.



Highway Commissioners (IV)

(Continued from page 16)

Clark is a former president of the North Carolina Association of Launderers and Dry Cleaners and past president of the Laundry Owners Association of the Carolinas, Georgia and Florida. He is a past president of the Fayetteville Jaycee organization, director of the Fayetteville Chamber of Commerce, Kiwanis Club, Community Chest and YMCA board. Other affiliations include membership in the Cumberland County Farm Bureau for seven years and the Cape Fear Engineers Club for two years. He is also a member of the State Democratic Executive Committee.

Golf rates high on his list of leisure time activities. He plays at the Highland Country Club. Clark comes by his golf leanings for two reasons. Two of his brothers are golf professionals, one a pro at the Highland Country Club and another at the Fort Bragg Officers Club. The Commissioner also enjoys bridge.

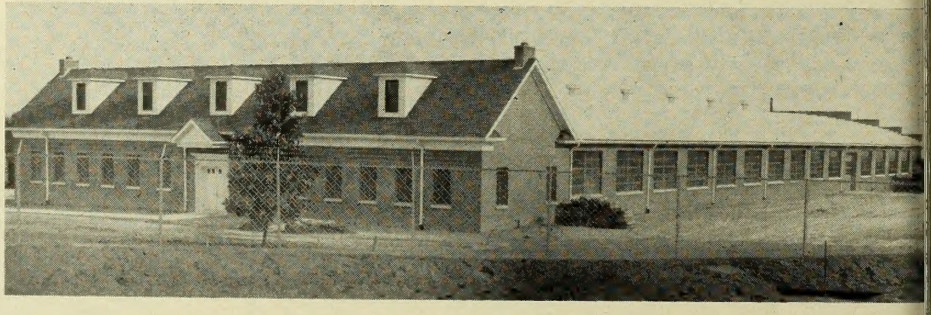
The thirty-seven-year-old Highway Commissioner is married to the former Marjorie Moore of Martin County whom he met during his early accounting days in Raleigh. They have a pair of red-haired girls—Martha, age 9, who is a fourth grade student, and Nancy, 5, now in kindergarten. The family lives in a large, new two-story home in the Forest Hills section of Fayetteville. Family pets include a canary, a miniature pinscher dog and nine mallard ducks which swim in a pond in front of the house.

Mrs. Clark is as active as her husband. Besides supervising the laundry in the absence of her husband, she is secretary of the North Carolina Camellia Society, active in church affairs, a book club, a garden club and the Fayetteville Woman's Club.

Seven of the eight county boards of commissioners in the Third Division have passed resolutions praising the efficient highway work of Commissioner Clark and his staff. Engineering and supervisory personnel in the division also think highly of Mr. Clark as Commissioner and last spring passed a resolution stating that he had "inspired on the part of the employees a feeling of security, cooperation and desire to render greater service to the State."

Like most Highway Commissioners he is intensely interested in his job and unlike some, he has a keen sense of humor and a pleasing and affable personality which serves him well in the complex and sometimes thankless job of serving the public.

This is a Storage Warehouse



TRAVELERS on US 1 west of Raleigh are noting with interest the Highway Commission's newly-completed Bridge Maintenance Department warehouse shown above. Finished early this year, the new $100,000 brick building is the central storage place for all equipment needed by bridge maintenance crews throughout the state.

Located across from the State Fair Grounds, the 265 x 100 foot building has one door level with the ground so trucks can be driven inside and another door of truck body height to eliminate lifting. The new structure is unusually attractive in exterior appearance and adds to the beauty of the surrounding countryside.

The new structure was built under the supervision of W. L. Cutting, building construction superintendent. J. R. Markham is warehouse foreman.

WHAT THEY'RE SAYING



AN EXPANSION of North Carolina's primary highway system is viewed as a vital necessity in the national defense scheme by George W. Gillette, construction head of port facilities at Wilmington and Morehead City.

Steve Wall, writing from Wilmington, quoted Mr. Gillette as proposing a massive expansion of four-lane east-west highways and rail line additions in the state to facilitate movement of the state's vast industrial and farm output during times of emergency.

His plan envisions highways linking shipping points and military bases along the coast and connecting points to the west including Fort Bragg, Raleigh, Greensboro, Durham, Charlotte and Asheville. He refers to the section between the Appalachian and Rocky Mountain chains as "The Citadel of National Defense."

Mr. Gillette also dislodged the popular theory that foreign commerce must move to the north for shipment. He gave concrete evidence that freight rates to North Carolina ports are either equal to or less than those rates to any other Atlantic port. Consequently, he says, it is more economical and quicker to ship direct through ports nearest the point of origin.

The state's primary highway system received a tongue-lashing from the *Durham Morning Herald* in a recent editorial. The newspaper stated that, "We have reached the point where our secondary highways are better than the primary highways."

The newspaper suggests three ways in which citizens can correct the situation: (1) By insisting that highway funds be spent with the utmost care to get the most good for the greatest number; (2) By cutting weight limits; and (3) By complaining!

Ralph Gibson, staff writer with the *Charlotte News*, sees the plight of the primary system as follows:

"The pigpaths and cow trails of North Carolina will soon be the best in the nation, but the state's primary road system has gone to rack and ruin."

He pointed out that bond money expended has been of incalculable benefit to the rural dweller but that the Highway Commission has been unable to keep pace with the skyrocketing traffic rate on the truck routes.

The road that brought northern Duplin County out of the wilderness is a smooth black top tar road now. Jonas Dale, an old-timer in the region of Scott Store near Mount Olive, says that the new paved road has made as much change in community life as the old Enterprise railroad which formerly ran into the section bringing contact with outside pleasures and the outside world. Citizens of the community feel that the new road will benefit them as much as the old railroad did.

D. J. Gore, manager of the Fayetteville Public Works Commission, recently praised Third Division highway officials for their prompt action taken when a storm sewer lift station failed at the Ramsey Street underpass in the city. He cited Division Engineer L. E. Whitfield for leaving a conference to investigate the serious situation, Sign Painter Frank Seagrove for immediately preparing "High Water" signs and others in the organization for providing portable pumps to alleviate the water damage until two new pumps could be installed.

Mr. Gore further added, "It was quite a pleasure to work with an organization that gives such cooperation as . . . your organization did during this emergency . . ."

Bill McIlwain, feature writer on the *Winston-Salem Twin City Sentinel*, ended a recent series of articles entitled, "Inside Our Prisons," on an encouraging note. Having brought to light the many dark spots of the prison system in his previous articles, Mr. McIlwain featured Prison Director John M. Gold in his last article and held him up as the "right" man who can whip the problems.

In describing Mr. Gold, the newspaper writer said, "The thing that sticks out is sincerity. You see it most when he talks about something difficult. He reaches for words, tries them, stops, starts again, pours into it. You believe what he says."

A *Durham Herald* editorialist feels that the new Durham-Chapel Hill highway should be a thing of beauty "reflecting the influence for community betterment which the two universities at either end of the new highway are exerting."

The editorial continues, "No better advertisement of community pride can be provided than an attractive thoroughfare, unmarred by unsightly buildings and signs and unkempt premises bordering the right-of-way."

Members of the Highlands Rotary Club in Macon County recently wrote the Highway Commisison expressing appreciation for the new white center lines in the section.

Pointing out that Highlands is located in the mountains and has a great deal of cloudy, foggy weather, Frank B. Cook said, "Without the white line it is dangerous and hazardous for the public even in the daytime."

As a final word, the *Greensboro News* sums up the situation in this manner:

"Now that the Legislature's voice
is stilled
The highway commission has
some roads to build."

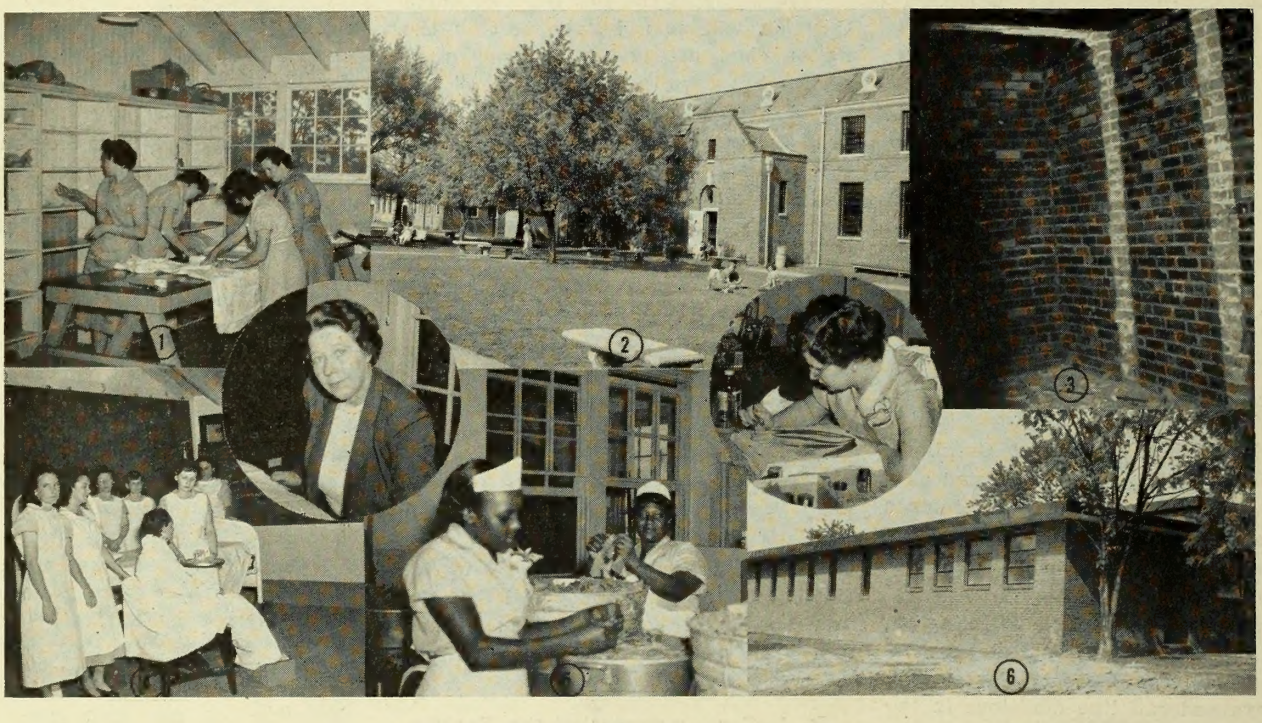
THE DEAR PUBLIC

"Another thing that must certainly have been noticed by all highway engineers of 15 years' experience or more is the public's tendency to expect more service than ever before. Literally hundreds of petty things are demanded by people today that they would have attended to themselves during the 1930's and earlier. One gets the impression that part of the public conceives of the road department as having several crews tied up in the yards, quivering and snorting to be turned loose at a moment's notice and dash out to correct a rattling plank on a bridge deck or pick up a kid's doll or an empty beer can. Our boys have been cussed for plowing snow right up to a farmer's garage, just because they left a little jag to be shoveled by hand before the garage door could be opened. The people who expect too much are probably the ones who will heave a case of empty beer bottles from a moving car or drop a gunnysack full of trash at the intake end of a culvert."

—W. W. Athey in *Better Roads*

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Prison Report



Woman's Prison Expands

BRIGHTER SKIES shine over Woman's Prison in Raleigh—as that institution begins an extensive overhauling and improvement program.

Long range building expansion plans, under a recent $66,000 appropriation by the Highway Commission, are taking shape in at least three spots on the prison grounds. Last month workmen started staking off foundations for the institution's new $26,000 sewing room, long needed since inmates make all work uniforms used by prisoners throughout the state.

On another part of the grounds, the old "hole" (see photo three), a small windowless structure which contained four cramped, dark cells, has been converted into a neat office. Prisoners who need discipline now receive their punishment in a new isolation ward included in the wing added to the prison hospital, shown in picture six. Here truant prisoners may be kept apart from other prisoners but within ready reach of the hospital staff. The new wing also includes an X-ray room, a new facility since this service was formerly obtained at Central Prison.

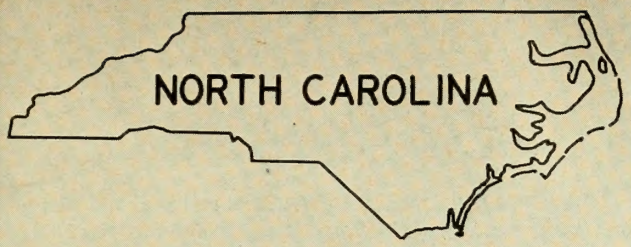
An old junk room has been converted into an attractive library. The girl in the right inset is stenciling jonquil designs on new curtains for the library.

New emphasis has been placed on rehabilitation work at the prison. Saturday mornings are devoted to class periods where the inmates meet in groups to learn about grooming and personal hygiene, mental health, communicable diseases (see photograph four), arts and crafts and recreation. The courses are taught by experts in the fields connected with other state agencies.

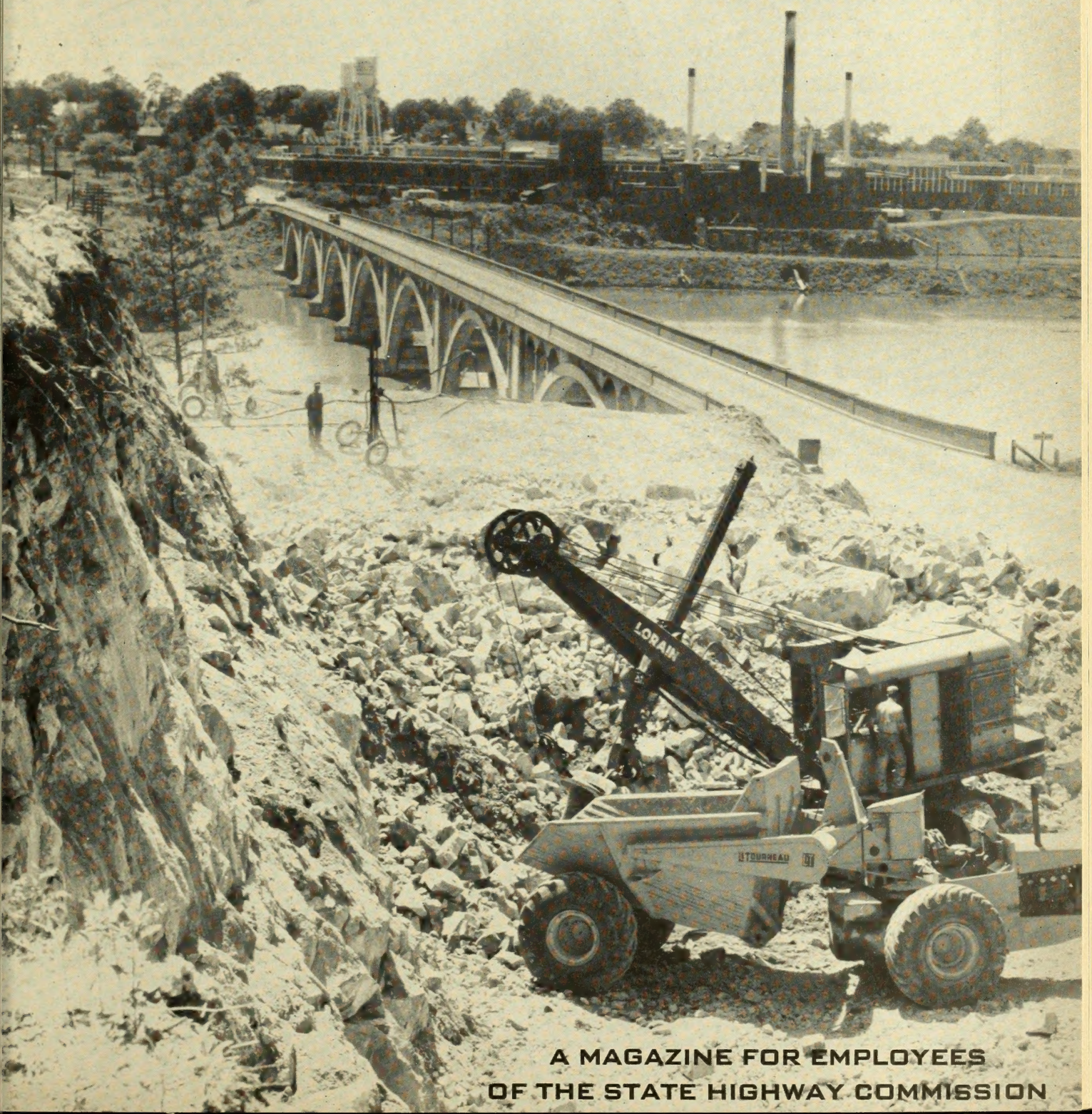
Meanwhile, rehabilitative work goes on around the prison during working hours at the sewing room (photo one), kitchen (photo five), infirmary, laundry, cannery, hospital and on the farm.

During off-hours the prisoners can find plenty of extra-curricular activities. Provisions are made for softball and other outdoor games over the week-ends, choir and chorus work, dramatics, reading in the expanded library, movies held every Saturday afternoons and on holidays, church services and special programs on holidays.

New Woman's Prison Superintendent, Ronie Sheffield, (shown in the left inset) says that Woman's Prison "has grown like Topsy"—bit by bit. The improvements, added together, spell progress.



ROADWAYS



A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION

NORTH CAROLINA ROADWAYS

A Magazine for employees of the North Carolina State Highway and Public Works Commission

Published Bi-Monthly By
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DR. R. E. EARP, Selma	JOSEPH GRAHAM, Iron Station
J. A. BARNWELL, Burlington	L. DALE THRASH, Asheville

W. H. ROGERS, JR., *State Highway Engineer*
R. B. PETERS, *General Counsel*

Let's Take the Back Road

WHILE THE State Highway Commission won't tell Sunday afternoon drivers where they may or may not poke and creep, it does take right heartily to a suggestion volunteered by Dr. Christopher Crittenden, State Director of Archives and History.

Dr. Crittenden 'lows as how Sunday motorists not going anywhere in particular ought to sample some of our brand new secondary roads. The odds on seeing a first-rate automobile collision or a ten-casualty bus-train wreck aren't very good, but the whole family might gaze on some breath-taking countryside far from exhaust fumes, hot dog stands and boulevard bric-a-brac. Somebody might possibly spot a new picnic shade tree or an unculverted brook. And the scenery is guaranteed to be undecorated by Senator LeBlanc, Dr. Pepper and/or associates.

Dr. Crittenden suggests a publicity campaign by the Highway Commission and state newspapers urging Sunday motorists to drive around our new roads "just for the fun of it." To which The Daily News adds a lusty Amen.

And it wouldn't be proper not to mention the joy this great uncluttering would produce in the breasts of through-traffic drivers—such as aren't taking a bond road short cut themselves.

Just for good measure tack on one more Amen for us, please, while we remember again that most frustrating experience of mid-20th century civilization—weekday motoring behind a jalopy-full of Sunday sight-seers on a summer day.

—*Greensboro Daily News.*

THIS MONTH'S COVER

US 29, knifing through the industrial piedmont, carries the heaviest traffic of any North Carolina highway. Now at last the Highway Commission is rushing through plans to four-lane it from King's Mountain to Greensboro. The cover shows a shovel working on approaches to the old Yadkin River Bridge near Spencer. A new bridge carrying two lanes of traffic will be built between the old bridge and the railroad trestle, supplementing the highway's present capacity. (Photograph by Charles Snow)

Our First Birthday

NORTH CAROLINA ROADWAYS is one year old this month.

Regular readers—which, we hope, include most of the folks who build roads in North Carolina—will notice many changes in the content and arrangement of the magazine since the beginning. For one thing we have put more emphasis on highway people themselves, believing with much sincerity that we ought to know more about each other. Secondly, we have tried to make our stories about highway activities simpler and easier to read. Thirdly, we are using more pictures.

During the past 12 months our pages have carried stories and pictures about the Right-of-Way Department, the Soils Laboratory and the Locating Department (this issue). You have read reports on the $305,000,000 primary highway deficiency study and the $200,000,000 bond issue program. Among our most popular features have been the thumbnail sketches on highway commissioners and engineers and the informal section (written largely by our correspondents) called "Tar Wheels." Many readers tell us that they like best the picture page about "Highway People."

In the coming months there will be other changes. One of them occurs with this issue. The undersigned, your magazine editor for its first 12 months, is terminating employment with the State Highway Commission effective July 1 to become associated with the editorial department of the *Greensboro Daily News*. The magazine has been placed in the experienced, reliable hands of Mr. C. A. (Abie) Upchurch, Jr., well-known North Carolina newspaper and public relations man. Miss Betsy McMillan, attractive and talented editorial assistant, will continue in her capacity as associate editor. Our same staff of cooperative division correspondents will keep Raleigh posted on state-wide activities.

Working with the fine men and women of this organization for the past two years has been a pleasant and rewarding experience for me, and I shall follow the activities of the Commission with great interest from Greensboro.

—WILLIAM D. SNIDER

Slap and Pat

THE HIGHWAY COMMISSION took a sideswipe at the contractors and patted them on the back too at a recent meeting.

The complaint was about the number of projects the contractors have signed up for but haven't started. On that score Chairman Jordan asked Engineer Rogers: Is the Highway Commission letting too much work? Are the contractors overloaded?

Mr. Rogers said the contractors contend they aren't overloaded, but that in his opinion it looked like they might be. If they are, the Commission decided, then the road program might need to slow down. If they aren't, then the Commission thought it was high time the roadbuilders began to catch up with the slack.

On the complimentary side it was noted that at least four well-known contractors who do business with the Commission are laid up with illnesses of various kinds. The list (and it probably isn't complete) includes Ernest Arthur of Greensboro, E. H. Hines of Greenwood, S. C., E. B. Towles of Wilmington and H. J. Ziegler of Fayetteville.

These men, it was noted, are some of the most cooperative and competent in the industry. Since they have plenty of time to read letters, the Commission straightway decided to let them know how it felt about their cooperation. By official action Dr. Jordan was directed to write them notes of sympathy—which the Chairman promptly did.

The slap and the pat probably came appropriately together. The Commission has nothing but good will for the men who help build roads. But it won't stand for any feet dragging.

A Message From the Chairman



LIKE ANY other large business firm, your State Highway Commission must be constantly reminded that the traditional way of doing things is not necessarily the best. Most big corporations have expensive research departments devoted solely to searching for labor and time saving techniques. They concentrate on finding new ways to make their products less costly and more sales worthy.

We have the same problem in roadbuilding.

Furthermore, we have a greater moral responsibility to do a good job than private business because we happen to be spending public funds.

I was reminded of this thought when C. B. (Buck) Taylor handed me some figures showing that his Bridge Maintenance Department has replaced over 1,600 small wooden bridges with metal culverts during the past year. This is a tremendous amount of work especially considering that the department only replaces about 200 such bridges during a typical year. The last two years, of course, have been unusual years in that we have had $200,000,000 to spend on secondary roads and constantly increasing revenue from regular automobile use taxes.

Just how does this bridge maintenance work affect the long range highway picture?

The most important effect is this: It means that our forces won't need to worry about maintenance on these culverts for many dozens of years in the future. This would not be the case if wooden bridges had been replaced with wooden bridges. It means that we are cutting down our future maintenance load in this field and making our forces available for other work.

Naturally we realize that the Highway Commission will be faced with additional maintenance problems when we reach the end of the $200,000,000 secondary road program. In some quarters concern has been expressed about the Commission's competency to carry out this expanded maintenance job. After watching our forces pitch into the bond construction program, I have no doubt that they can handle the maintenance job. It will be larger than previously, of course, but it will certainly be no more challenging than the job already done with great efficiency during the past two years.

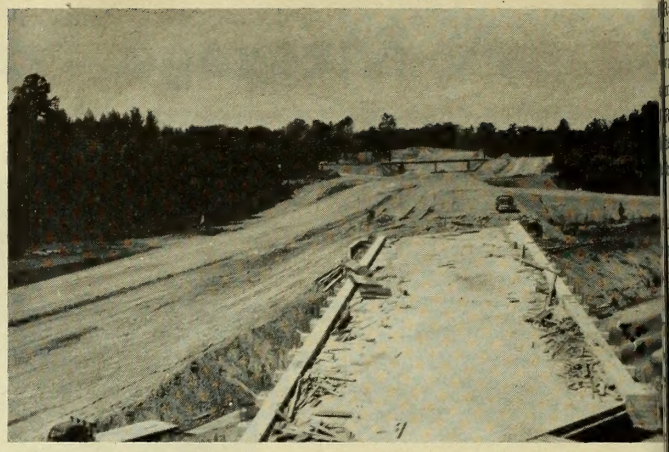
The sound maintenance policies developed by Buck Taylor's department need to be imitated by other highway departments. If we are to do the best possible job, we need to be thinking about new techniques and fresh approaches for old routines.

Cordially,

Harry Gardner

Highway Builders Turn On The Steam

Commission Breaks All Records In Amount Of Money Expended and Work Performed On State's Primary and Secondary Highways.



Both ends of the Lexington by-pass on US 29 and 7 feature grade separations to eliminate left turns in th face of oncoming traffic. This is the southwestern ap proach with the old highway running below.

HOW MUCH money do you think the State Highway Commission is spending on new road construction this summer?

The amount, in case you are interested, is over $21,000,000 on the primary road system alone and more millions than that on the secondary road system. This is more money spent and more work performed than ever before in the Commission's history. It happens now largely because of the availability of $200,000,000 in bond funds. When the bond money runs out the Commission must revert to less intensified road-building—and the emphasis definitely shifts to maintenance.

Many people ask questions about the new secondary roads. Most of all, they want to know about maintenance. Ordinarily the Highway Commission must maintain all of the 65,000 miles on all its systems. More attention is paid to some roads than others, as you know, but there are minimum requirements like right-of-way clearance, drainage and scraping which must be done if the road is to remain passable. This sort of work continues year in and year out whether a road is surfaced or not.

After surfacing the scraping task is eliminated entirely. At the end of about three years most of the roads built with bond money will need a new surface treatment. This will be more expensive than the old scraping, but State Highway Engineer W. H. Rogers, Jr., doesn't believe it will place undue burden on the Commission's maintenance forces. Because of the time consumed in building the new roads, all resurfacing jobs will not fall due at the same time.

Meanwhile, as the secondary construction program moves into its final phases, the Commission is stepping up its work on the primary road system. This is reflected this summer in the dozens of projects now under way from one end of the state to the other.

Among some 29 major projects are several million-dollar bridges, numerous relocations of principal through-highways and other widening and resurfacing work. At least three segments of four-lane boulevards are under construction in the Piedmont section and others will begin this summer.

Many of the new projects have been made possible by surplus funds allocated by Governor Scott exclusively to primary road construction. Over $15,000,000 has been earmarked for such purposes through July 1, 1951—and additional surplus fund projects will be designated, or already have been, for the new fiscal yea

The special projects already authorize and now under construction include ne four-lane highways between Charlotte an Concord and between Spencer and Lex ington on U. S. 29, a new 50-mile by-pas bordering the cities of Thomasville, Hig Point, Greensboro, Burlington and Gra ham on U. S. 70 and new location rout for U. S. 70 between Ridgecrest and Ol Fort, also four-lane. A new four-lan Thomasville by-pass on U. S. 29-70 ma be already open to traffic by the time yo read this. A similar two-lane by-pas around Lexington will be ready for pav ing later this year. Other segments o U. S. 29 are being considered for four laning since the highway carries such congested traffic.

Among the important bridge project now under way or about to begin are th following: The Roanoke Sound Bridg between Nags Head and Manteo, th Chowan River Bridge at Edenton, th Neuse River Bridge at New Bern, a newly located bridge across the Cape Fear Rive near Acme in Brunswick County, a two lane addition to the Yadkin River Bridg between Davidson and Rowan counties on U. S. 29, the Yadkin River Bridg between Yadkin and Forsyth counties and the French Broad River Bridge near Hot Springs.

Just let to contract in May is a 14-mile by-pass of Wake Forest, Youngsville and Franklinton on U. S. 1 north of Raleigh which will bring all sections of that highway between the State Capital City and the Virginia border to wider post-war standards. Also under construction in the



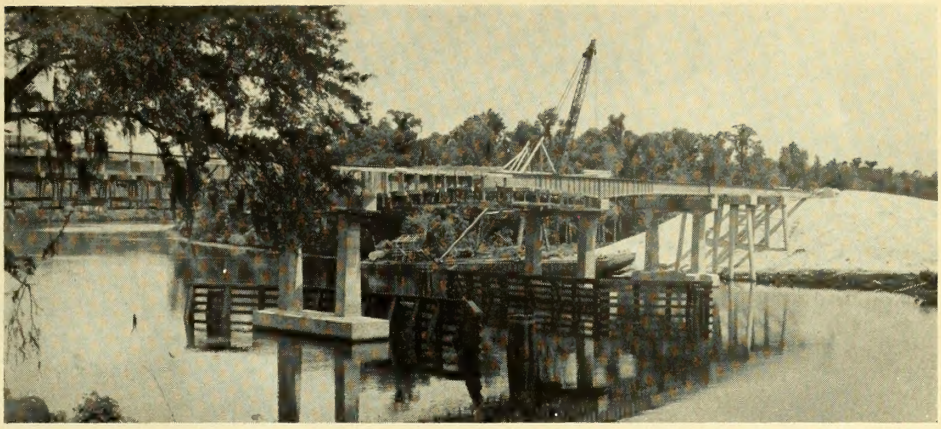
Building safety into North Carolina's new highways requires extra expense. This is a sturdy looking grade separation for the intersection of US 64 (below) and NC 49 (above) at Asheboro.

Raleigh area are new entrances to the ity via 15-A south and on Western Boule-ard carrying U. S. 70. Plans are in the nill for a four-lane highway between Raleigh and Durham, and grading work s well along on the relocated highway between Chapel Hill and Durham.

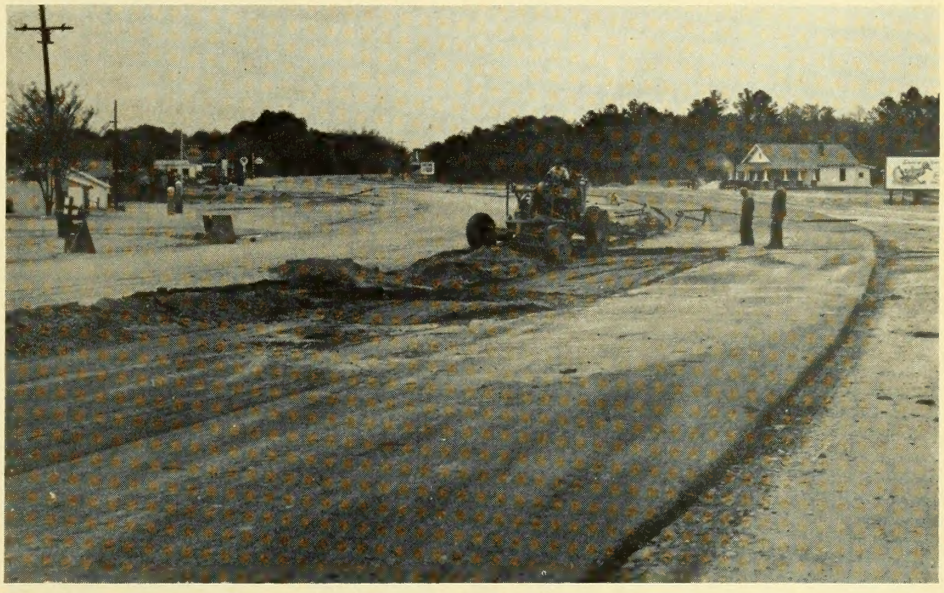
The poor section of U. S. 64 between Asheboro and Lexington is scheduled for relocation with contracts let this spring or grading and structures. The Seventh Division plans to continue the Cross-Town Boulevard in Charlotte. In the far west work is in progress on U. S. 19 and 21 between Asheville and Canton, an ex-ensive project tying into the recently completed West Asheville Bridge. Work has been done on almost the entire length of U. S. 301, the most heavily used north-south highway running through North Carolina. Cost of this work already runs over two and one-half million dollars, and it incorporates several by-passes (includ-ng one now under construction at Fay-etteville) and important relocation and widening.

At the same time during the past two years the Highway Commission has paved over 6,000 miles of farm-to-market roads under the bond issue. Another 9,000 miles of county roads have been stabilized for all-weather travel. This work has been done with about one-half of the bond money, and the program will be com-pleted during the next two years unless war-time conditions intervene.

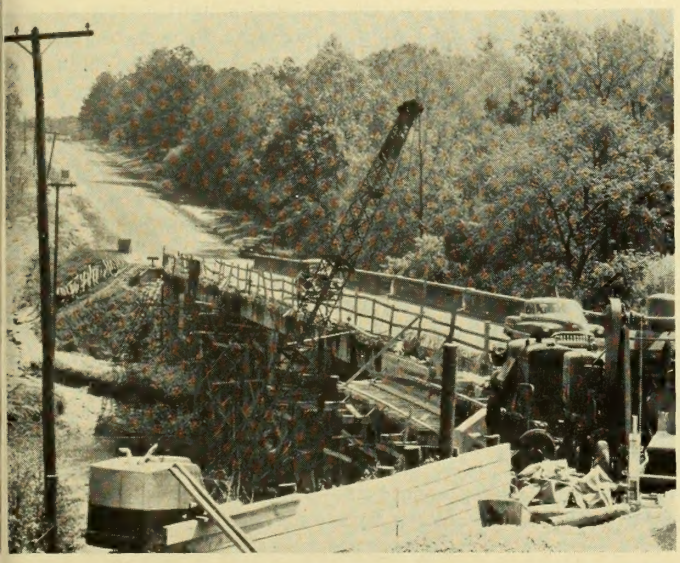
This is a brief picture of the highway construction scene in North Carolina—midsummer 1951. It isn't complete by any means. Many other important pro-jects are under construction which you know about in your own neighborhood. This summary does convey, in some meas-ure, the vastness of the highway con-struction job and its importance to the people and the agricultural and indus-trial economy of this state.



This new bridge over the Northeast River on US 421 and 117 north of Wilmington cuts out six dangerous curves near the New Hanover-Pender County line. Bridges cost more than ever now because of the steel shortage.



Among the new primary road projects under construction this summer is a face lifting job for US 70 between Raleigh and Clayton. This is one of Governor Scott's special surplus projects.



WIDENING BRIDGES

W. H. ROGERS, JR., State Highway Engineer, said several months ago that over 1,000 bridges on North Carolina's 65,000-mile road system need to be widened or replaced. Since that time Governor Scott has authorized a special appropriation to take care of some half dozen of the worst major structures. And throughout the state other highway funds—badly needed for roadways themselves—are being expended to meet the bridge emergency.

Typical of these widening jobs is the one on US 64 east of Raleigh over the Neuse River. Contract for the project was let to the McMeekin Construction Company of Cheraw, S. C., and when the above picture was snapped work was about 12 per cent completed.

Only Rugged Engineers Qualify For This Job!

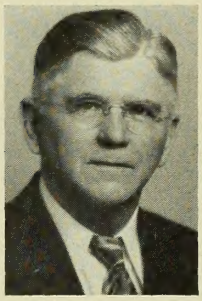
A Commission Veteran Describes The Adventure And Hardships of Highway Location Engineering

By R. GETTY BROWNING
Chief Locating Engineer
State Highway Commission

WHEN THE North Carolina Highway Commission tackled its first big road-building job in 1921, Chairman Frank Page arranged for the organization of a Location Department to operate from Raleigh and establish the location of the originally planned network of 5,500 miles of highways.

The 1921 legislative act specified that the various highways were to be located from county-seat-to-county-seat by the shortest and most practicable routes contacting the principal towns along the way. Of course, this program involved an appraisal of the salvage value of the existing roads and bridges. The solution of innumerable locating problems promptly became the major activity of the new department. These problems involved the elimination of railroad grade crossings, the replacement of many inadequate bridges, the moving of telephone lines, power lines and many perplexing questions affecting rights-of-way.

The Location Department and the Right-of-Way and Claims Department were merged under one head, and during that period very close cooperation was maintained between these activities.



Mr. Browning

Many times it was found that the cost of right-of-way could be materially reduced by making a slight change in the location, while at other times it happened that the location was so closely controlled that a relatively high cost of right-of-way was justified. The efficient handling of these two aspects of highway location is of the greatest importance.

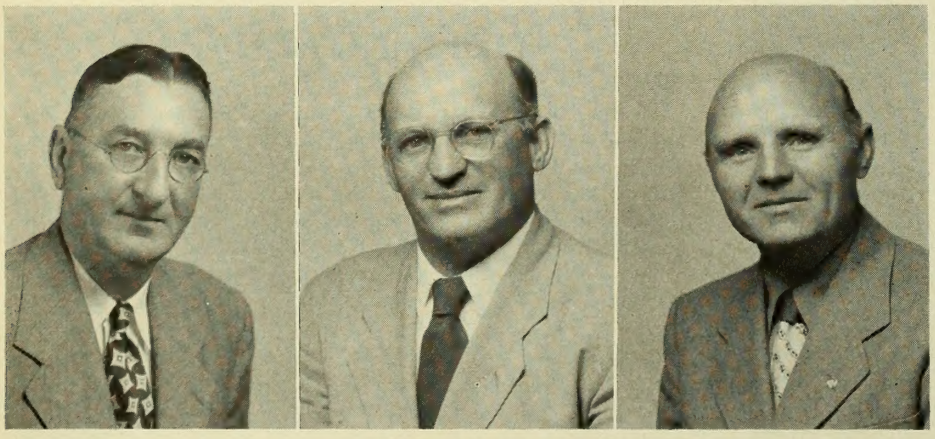
In the course of time the work involved in the Claims Department reached a point when more than 6,000 claim adjustments per year were being handled, and it was deemed advisable to organize a separate Right-of-Way Department. This was done and for several years past T. B. Wilson, Chief Right-of-Way Engineer, has been in charge of this work.

Blue Ridge Parkway

Another major activity of the Location Department since 1934 is the Blue Ridge Parkway. This unique motor road, from which all commercial traffic is prohibited, forms a connection, 465 miles in length, between the Shenandoah National Park in Virginia and the Great Smoky Mountains National Park in North Carolina.

The route for the Parkway was established through Virginia to the North Carolina border, and since North Carolina and Tennessee were intensely interested in having the route in their respective states, the Secretary of the Interior requested the two states to recommend a route which they thought would be the best for the Parkway through their state. The details of presenting the claim of North Carolina was assigned to the Location Department and a large relief map was prepared, with photographic and other supporting data, and presented before the Secretary of the Interior by a large delegation from the state.

Secretary Ickes finally decided to adopt the route through North Carolina. Upon the adoption of the route, North Carolina proceeded to secure a right-of-way for the Parkway averaging 125 acres of land per mile; prepare a contour map of the entire route of 251 miles; and make the necessary land surveys to enable the state to settle claims of the various property owners and convey the right-of-way free to the government. This very difficult and exacting work has been carried on by the



Co-ordinating the work of the Location Department survey parties in the field are the three senior locating engineers shown above. Left to right, they are George A. McKinley, Lloyd H. Cook and J. H. Campbell.

Location Department in addition to its regular work.

The field work involved in highway location is at times extremely laborious. The hours are long, living conditions are never too good, and the constant grind of the work day after day, in all kinds of weather, and in all sorts of terrain from the swamps of the east to the steep, heavily forested areas in the mountains of the west requires men of the most rugged type.

If we were to consider a group of 100 civil engineering graduates for positions as party chiefs to be placed in charge of our field parties, we would probably find that out of the whole group not more than 10 would be interested in highway location. Then if we were to consider the 10, we would find that even though they had very thorough technical training few, if any, would have had any experience with actual field work such as our men encounter every day in the year. It is on this account that we always have difficulty securing good men who will stick to the work and develop enough interest in it to offset the hardships, exposure and isolation which go with the job. It is readily seen that when men face these conditions day after day, many of them are not satisfied to go on but seek more pleasant and easier work elsewhere. The result is that the men we have in charge of our field parties have been "sifted" out through long years of trial. That they are really interested in their work is apparent from their long terms of service with the Commission.

Any success this department has achieved in getting the best possible locations at the least cost has been due to the unselfish, conscientious and efficient work of these men. One highly important phase of their work is to maintain cordial and understanding contact with all other branches of the Highway Commission. Locations which involve bridges are thoroughly discussed with the Bridge Department and surveys which involve grave questions of right-of-way are fully reviewed with the Right-of-Way Department. Questions regarding the details of the various surveys in the several divisions are gone over thoroughly with the division engineers, and finally the recommendations of the Chief Locating Engineer are reviewed by the State Highway Engineer.

Highway Maps Popular

The Location Department also has the responsibility of keeping the state highway map up-to-date and arranging its issuance from time to time. The idea of the colored pictorial map (probably) originated in this department, and for many years it has attracted national and even international attention. Every reasonable effort has been made to develop the best

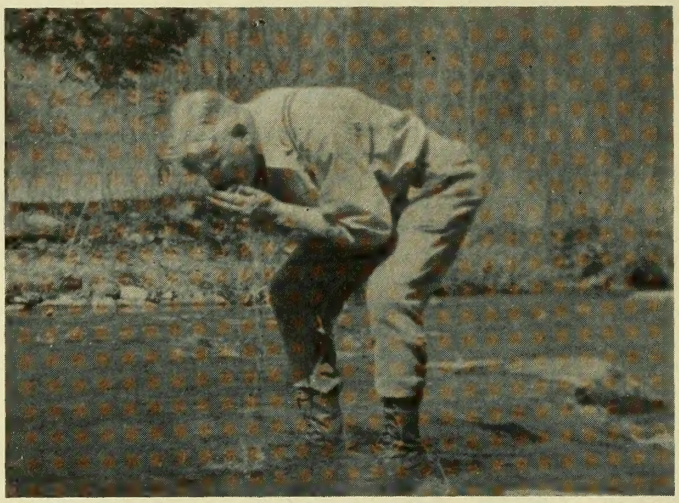


Twelve of the department's party chiefs appear above. In the usual order, along with their years of service, they are Tony Cornacchione, four years; D. H. Hancock, two; Garland Lloyd, five; Austin Thompson, five; G. A. Pitman, 13; C. R. Dodson, 10; R. M. Saunders, 17; P. A. Jenns, 29; R. J. Wilson, 21; W. W. Shaw, five; Lawrence Mahinske, five; H. R. Geddie, 25.

Three other party chiefs are shown on page 20, and a fourth, H. A. Tate, is featured in our "Highway People" section.

Meet The Commission's Chief Locating Engineer

20th CENTURY PIONEER



R. GETTY BROWNING, the Highway Commission's veteran Chief Locating Engineer, follows the pioneering tradition of his forefathers who were great hunters and gun smiths of the American frontier.

As a Tar Heel engineer since 1921, he has tramped over as much North Carolina wilderness as any man living. Today at 65 he still does it and loves it.

On a typical highway locating trip several months ago Browning took several newspapermen over the tortuous route of the projected Ridgecrest-Old Fort four-lane highway. The location stakes plunge down off one of the steepest slopes of the Blue Ridge traversing dozens of small finger-like ridges. For five or six miles the agile engineer leaped through ravines and climbed slopes like a mountain goat. His alert pace kept the younger men puffing, and his bear stories kept them entertained.

All along the route Browning described the country in detail, naming with a kind of personal sentiment the peaks as they appeared on the horizon. At one point he paused to point out a bird's nest under an overhanging bank, noting that months earlier the mother bird tried to divert his attention from her young.

Browning spoke proudly of his staff which does the work of sighting and measuring and clambering up and down the sharp slopes dozens of times. "You've really got to love your work to come out on a job like this," he said. "You get up at seven, maybe get soaked to the skin during the day, have to walk a mile to a car at the end of the day, and it's probably seven at night by the time you're back at your hotel cleaned up and ready to eat. And we can't afford to have any boys who don't know their stuff. You just can't be coming back again and again in country like this to correct a mistake."

At the end of the hike Browning and his crew were met by the owner of the Ragle Hotel at Old Fort, an old friend, who brought out an old-fashioned picnic lunch. Highway Commissioner Joseph Graham, Divison Engineer L. B. Peck and other engineers joined the party beside an energetic mountain stream. Before lunch, Browning clumped his comfortable old boots into the water and washed his face. The *Asheville Citizen* photographer caught him in the act (see above).

More than any other man, Browning is responsible for the location of the Blue Ridge Parkway in North Carolina instead of Tennessee. Knowing the grandeur of the Tar Heel upcountry, he documented his case and pled it well before Harold Ickes, then Secretary of the Interior. His presentation was so plausible and persuasive that Ickes overruled the decision of the Commissioner of Public Roads to run the sky highway through Tennessee. Instead it came down gracefully along the crest of the Tar Heel Blue Ridge, opening a breath-taking new park to the nation.

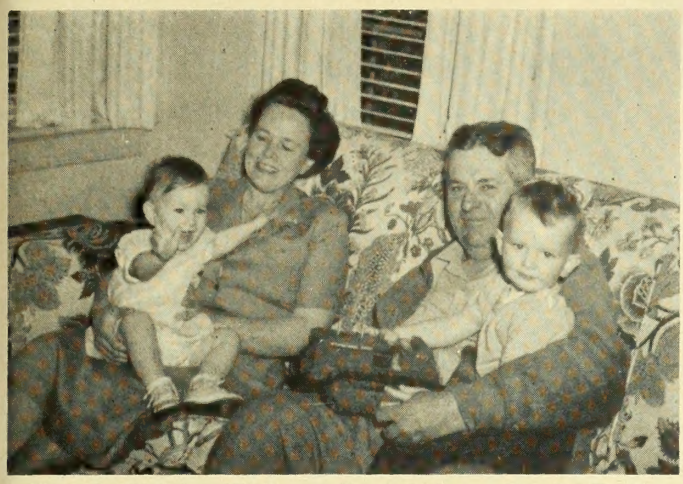
Although he is a native of Maryland, Browning loves North Carolina (especially the mountain country). He has been settled here for over 30 years. His wife is the former Bertha Cooper of Maryland and they have four children, R. Getty Jr., of the Seabees in Norfolk; Charles R., manager of Aeronautical Electronics Inc., of Raleigh; Robert C., a Raleigh consulting engineer; and Mrs. Charles (Harriet) Davant of Blowing Rock, wife of a physician. There are six grandchildren.

Browning's range of interests extends beyond the bounds of highways and engineering. He is something of a philosopher and converses intelligently in many fields. As a great outdoorsman and a stalwart architect of good roads in North Carolina since 1921, he admits to one secret ambition: "There's a mountain over beyond Wagon Road Gap that I like better than all the others," he says. "I hope some day when I pass on they'll name it for me."

and most attractive highway map issued in the United States. In order to put this map in the hands of as many prospective visitors as possible, we have built up a mailing list of thousands of organizations and individuals throughout the country. The response has been tremendous, and favorable comments on the appearance and convenience of the map are received almost daily. Our cartographer, C. M. Sawyer, has been literally "steeped" in map making for many years, and the excellence of our map, in which we take great pride, is due in a large degree to his untiring efforts.

This department also prepares a large wall map of the state highway system

(Continued on page 20)



Fourth Division Highway Commissioner Dr. R. E. Earp labels his family as one of his favorite hobbies. Here he appears with his wife and two children, Mary Willie and Ray, Jr.

Dr. Earp Gives Up Successful Surgeon's Career for Farming

AS OWNER of the 1,000-acre Brookhill Farm on NC 42 near Selma, Dr. Raymond Elmore Earp, Fourth Division Highway Commissioner, is fulfilling a lifelong dream. Even while he studied for a medical career and achieved a notable one as an outstanding surgeon for 20 years, Dr. Earp still harbored a deep desire to farm. His deep-seated ambition was achieved when it became necessary 10 years ago for him to return to North Carolina and take over management of his old home-place.

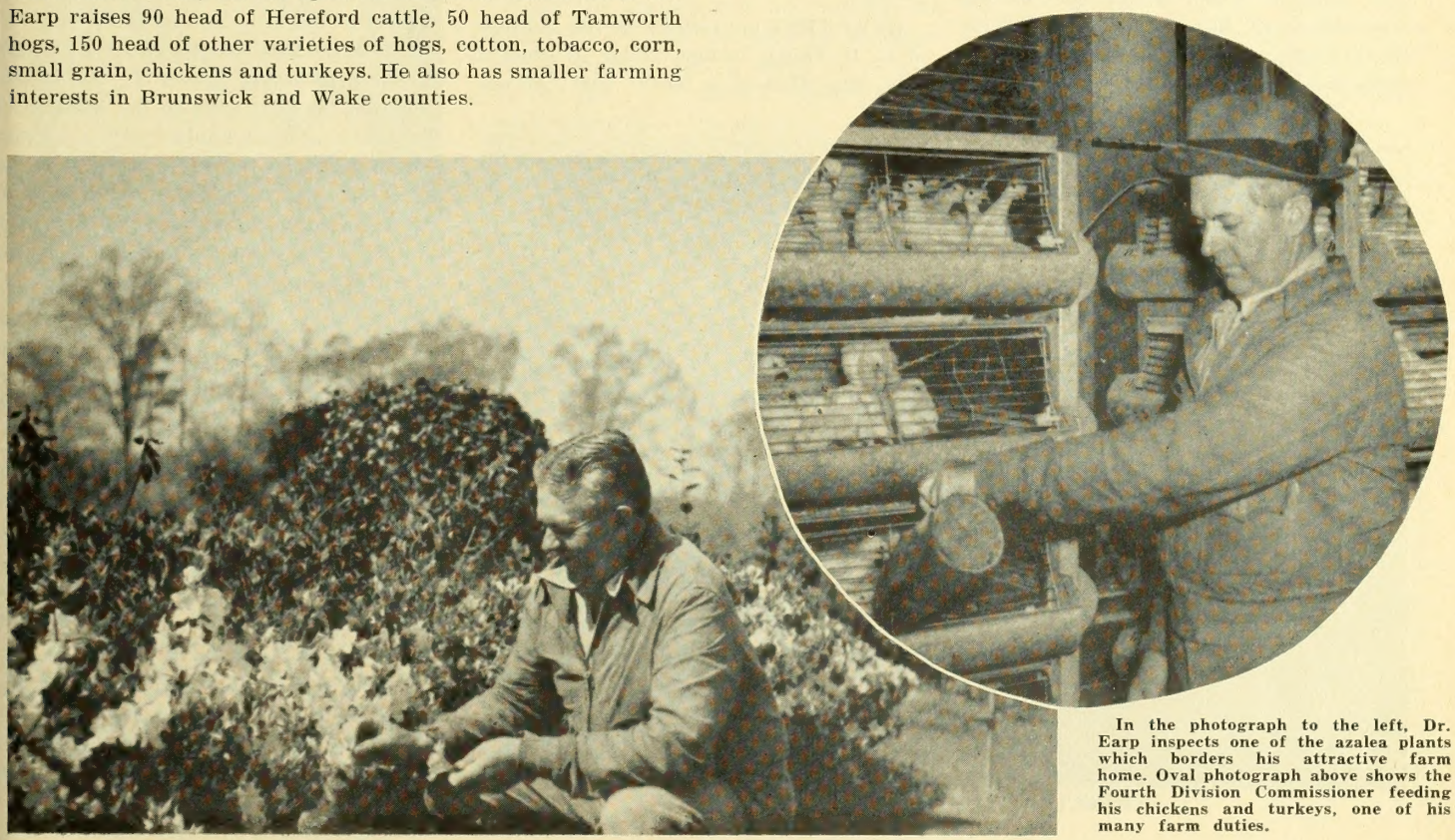
The Fourth Division Commissioner was born and reared on the farm which he now manages and which the family has owned since Civil War days when his grandfather built a log cabin there. Today on the spacious and well tended acres Dr. Earp raises 90 head of Hereford cattle, 50 head of Tamworth hogs, 150 head of other varieties of hogs, cotton, tobacco, corn, small grain, chickens and turkeys. He also has smaller farming interests in Brunswick and Wake counties.

Born April 20, 1895, son of Wiley S. and Willie E. Creech Earp in a family of 10 children, young Earp attended Selma High School and received his AB degree and first two years of medical study at Wake Forest College. He obtained his MD degree from the University of Pennsylvania in Philadelphia and following this performed intern duties at the Union Memorial Hospital at Baltimore.

After a year's residency in surgery at the Western Pennsylvania Hospital in Pittsburgh, Dr. Earp furthered his medical study at points in Europe—London, Edinburgh, Paris, Rome, Vienna and Budapest. Upon his return to the United States, Dr. Earp practiced surgery for eight years in Pittsburgh. In 1940 he returned to North Carolina to be "squire" of Brookhill Farms.

In the 10 years since Dr. Earp returned to his home state, he has become a leader in the community activities of his region. He has been a trustee since 1940 in the nearby rural Thanksgiving Baptist Church of which he is a member. He was instrumental in working out the church's unique "Lord's Acre Plan" whereby members, mostly surrounding farmers, donate part of their crop yields to the church. Dr. Earp donated the 15-acre plot on which the neat, white church stands, and church members annually use the doctor's beautiful home for a benefit barbecue.

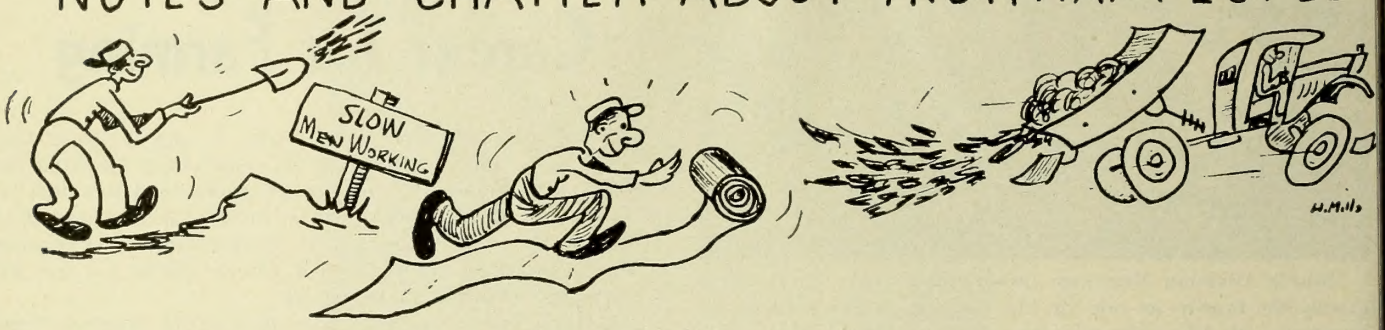
(Continued on page 17)



In the photograph to the left, Dr. Earp inspects one of the azalea plants which borders his attractive farm home. Oval photograph above shows the Fourth Division Commissioner feeding his chickens and turkeys, one of his many farm duties.

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



DIVISION ONE

QUICK ACTION by the ferry boat crew on The Governor Cherry, which travels the Croatan Sound between Manteo and Manns Harbor, resulted in the rescue of a fisherman whose boat had caught fire. . . . The rescue crew appears in the photograph on this page. . . . They are, left to right, *W. R. Knight*, ferryman; *Ray Etheridge*, pilot; and *J. E. Clark*, ferryman.

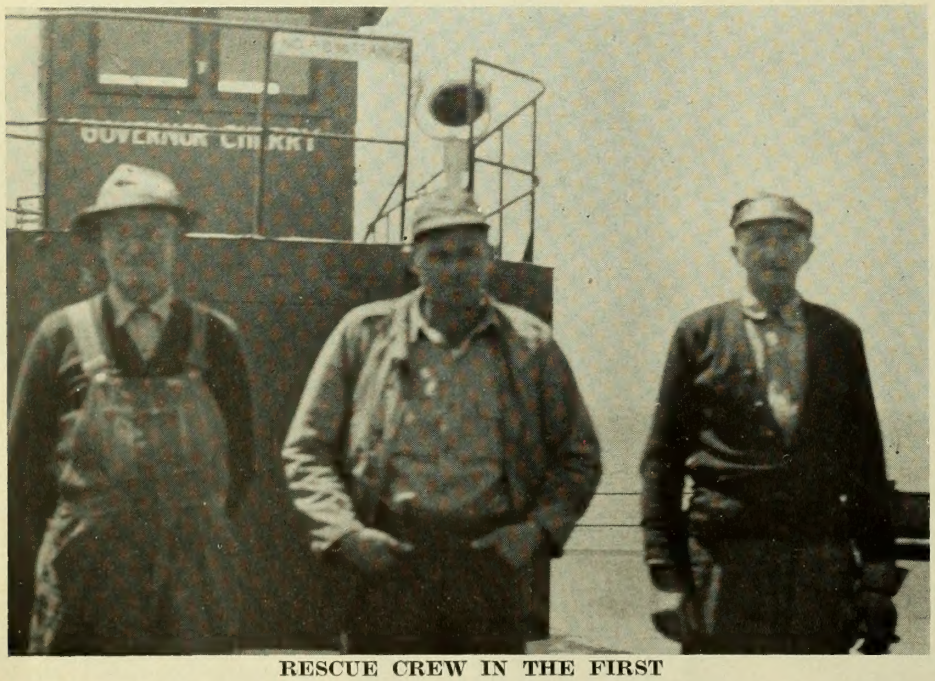
WHILE ON THEIR USUAL run the crew noted a 25-foot fishing boat on fire and veered off the course to extinguish the fire with a hose from the ferry. . . . After searching for occupants of the boat, they found *Willie Crane* who had jumped overboard when the fire started and battled the rough water for 45 minutes. . . . Because of the incident the ferry ran 30 minutes late but later in the day was back on its regular schedule. . . . *District Engineer George Mack* was high in his praise of the ferry crew's work.

THE BONNETED YOUNGSTERS who also appear on the next page are *Betty Ailene and Linda Sue Hofler*, daughters of *Mr. and Mrs. W. H. Hofler, Jr.* . . . Their father is gang sub-foreman in District One and is general cover all man for the district.

SYMPATHY is extended to the families of *G. D. Smith*, bridge tender in District One, who died of a recent heart attack, and of *W. B. Trevathan*, who died in May from a self-inflicted gun wound.

CONNIE LIVERMAN, daughter of *District Engineer T. C. Liverman*, was a 1951 graduate from Woman's College in Greensboro.

W. W. WHEELER, supervisor, and *Lem Wall*, gang foreman, in the accompanying photograph, check over one of their many roadway drainage problems. . . . Prisoners in the background work to get the water moving.



RESCUE CREW IN THE FIRST

DIVISION TWO

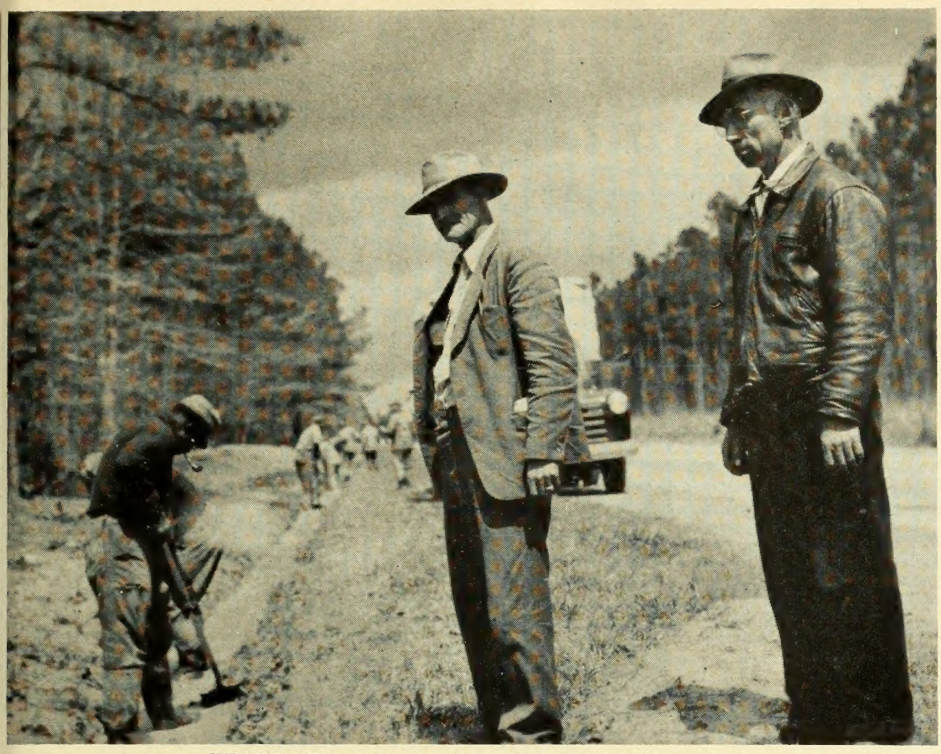
MR. AND MRS. JOHN L. HUMPHREY appear with their family in the photograph on the next page on the occasion of their 25th wedding anniversary. . . . From left to right are *J. W.*, a son; *Doris*, a daughter; Mr. and Mrs. Humphrey; and *Donnie*, another daughter. . . . The dinner party held in connection with the event was a surprise to the couple.

MR. AND MRS. L. W. (TOMMIE) GIBSON are new parents. . . . The arrival was a daughter born on April 10. . . . Mr. Gibson is bridge tender at the Trent River Bridge.

TRUCK DRIVERS in the Kinston area held a safety meeting recently at Fool's Bridge. . . . *John Hinnant* called the meeting to order and *Mark Worthington* made a short talk on safety. . . . Drivers were instructed to check tire pressures at regular intervals.

J. R. MARTIN, section foreman in Pitt County, is on the newly-wed list.

A HIGHWAY COMMISSION employee is member of the Rocky Mount chorus, the Carl Stough Choral. . . . He is *John*



WHEELER AND WALL CHECK PROBLEMS



THE HOFLER GIRLS

Warren, bridge supervisor for the First and Second divisions. . . . The group is fast building a state-wide reputation for professional accomplishments in the choral field.

THE CHILDREN at the Kennedy Memorial Home, a Baptist orphanage in Kinston, are using a brand-new baseball diamond this summer largely through the generosity of *A. K. Barrus*, a highway contractor well-known to Highway Commission folks. . . . The recreation director of the home didn't know Mr. Barrus, but he did know that his trucks in and around Kinston were handling exactly the kind of red clay and sand Kennedy Home needed for a playing field. . . . When contacted, Mr. Barrus not only offered the loan of his trucks but also his construction equipment and a corps of men to do the job. . . . About 30 loads of clay were deposited at the school. . . . "He has won a place in our hearts, sight unseen," wrote an orphanage official, "and he will never know how happy and thrilled our children are to see a good ball field. . . ."

DIVISION THREE

WILLIAM CHADWICK of Burgaw, retired Highway Commission employee who appears in the photograph on page 11, thought so much of his Commission associates that he named two of his sons after four of them. . . . He is shown with one son, *Arthur Betts*, who is named after *Arthur K. Mallard*, maintenance supervisor for New Hanover County, and *T. T. Betts*, former Third Division Engineer. . . . Another son, now serving with the Armed Forces, is *Frank Morson*, namesake of former *Chairman Frank Page* and *W. F. Morson*, former Division Engineer. . . . Mr. Chadwick, who was section foreman in Pender County, retired in 1946 after 22 years' service with the Commission. . . . He says he plans to name his next son after *District Engineer R. V. Biberstein*.

HIGHWAY COMMISSION employees all over the state were both saddened and shocked to learn of the sudden death by heart attack of *Bernard Britton*, senior resident engineer in Fayetteville. . . . A native of Whiteville, he had served with the Commission for 30 years and was district engineer in Pender and Columbus counties before his transfer to the Fayetteville headquarters.

BEACH-GOERS will welcome new paving completed by the Road Oil Department in the vicinity of Holden and Long beaches.

MAY MEETING of the Brunswick County chapter of the Employees' Association was an open air affair at Shallotte Point.

CLYDE WILLIAMS AND R. W. CHEERS, both employees in the Maintenance Department of District Two, are

(Continued on page 11)



ANNIVERSARY FOR THE HUMPHREYS

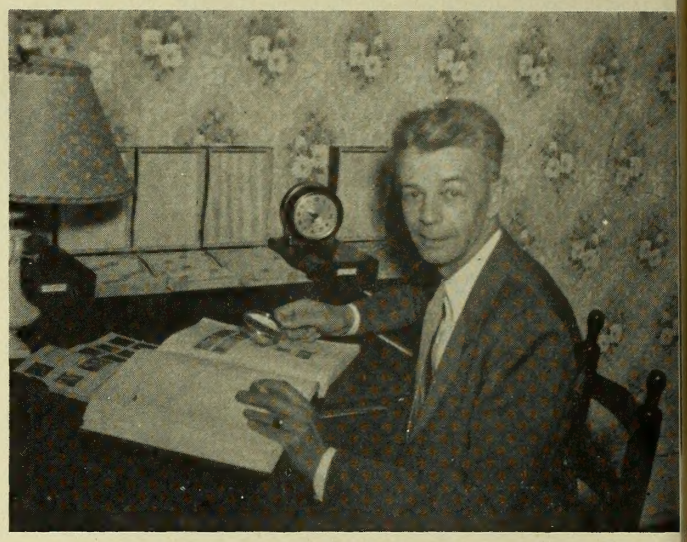
HIGHWAY PEOPLE

Joseph Taylor

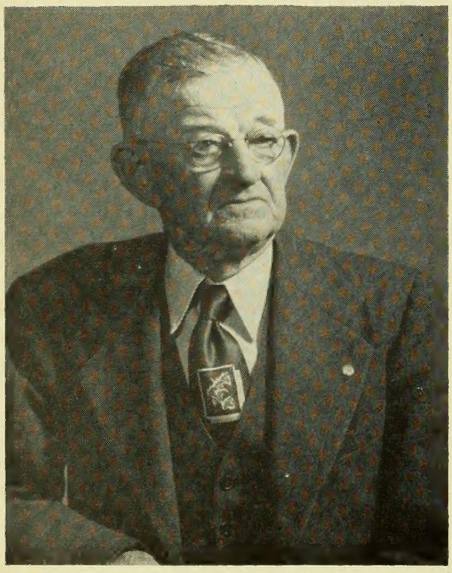
JOSEPH TAYLOR, located in the Raleigh Roadway Department, is a stamp collector who takes his hobby seriously. An enthusiast for about six years, he now has a collection of some 35,000 stamps made up of used, mint and plate blocks. He specializes in American stamps.

Earliest stamp in Taylor's collection dates back to 1851, just four years after the Federal Government began its program. He also has a nearly complete collection of federal departmental stamps used before the franking system began. In addition, some 200 "first day covers" are included in his collection.

Joe has been connected with the Highway Commission since 1922 and was district engineer of the Fourth Division in Raleigh for 13 years.



JOE TAYLOR . . . STAMP COLLECTOR



H. A. TATE . . . ROCK SOUNDER

H. A. Tate

H. A. TATE, senior party chief with the Location Department, is a man of accomplishment in a unique job. As the only rock sounding engineer with the Highway Commission, his job is to determine the position and extent of rock on highway projects while they are still in the locating stage.

Since starting this work in 1926, Mr. Tate has traveled nearly 200,000 miles with his equipment in all areas of the state. He has covered more than 4,700 miles of surveys and has drilled holes which would reach 480 miles if added together.

Mr. Tate has been employed with the Commission's Location Department for 28 years and has held nearly every position connected with highway location. His home is in Rose Hill.

R. A. "Dick" Averitt

R. A. "DICK" AVERITT, above, is known as "the egg man" around the Third Division office. He regularly furnishes his fellow employee "customers" with eggs from the 850 chickens he raises on a farm near Fayetteville.

Mr. Averitt is field mechanic in the Equipment Department for Cumberland County and has been connected with Highway Commission since 1931. His service record for county road work dates back to 1921.



DICK AVERITT . . . "EGG MAN"



WILLIAM CHADWICK AND SON



FAITHFUL "SISSIE"

Tar Wheels

(Continued from page 9)

baseball managers this season. . . . Williams manages the Whiteville Comets and Cheers heads up the Shallotte All-Stars.

SHE IS NOT SHOWN on the payroll but she is as faithful as any Commission employee can be. . . . She is "Sissie," taffy-colored cocker belonging to *W. T. "Tom" Hall*, maintenance supervisor of Pender County. . . . The dog follows her master every step he takes and if she could talk would be an expert on roads in that section. . . . Tom has worked with roads in his area since 1922.

E. L. THORPE is father of a new daughter, *Katrina Dale*, born on April 27.

DIVISION FOUR

DIVISION ENGINEER T. J. McKIM is a man of versatile talents. . . . He took time off recently from his highway occupation to be a back stage hand for the Kiwanis Minstrel in Wilson.

CURRENT construction and equipment problems were the subject for discussion at a recent meeting of district engineers, road oil, sign and maintenance supervisors held at the division headquarters office.

CONGRATULATIONS to *M. W. Pace* of the Road Oil Department upon the arrival of a new child, to *W. S. Griffin* of the Construction Department upon the arrival of a baby boy, and to *Hume Paschall* of the Construction Department, also a new son.

VACATIONISTS are many throughout the division. . . . Among the lucky ones have been *Dave Hancock* of the Location Department (destination Massachusetts where he attended the wedding of his sister), *Road Oil Foreman L. R. Price* (Florida), *Graham Wilkerson* (New York), *George Beamon* (Washington, D.C.).

SYMPATHY is extended to *Division Commissioner R. E. Earp* in the recent death of his brother and to *A. C. Edwards*, road oil employee, in the death of his grandmother.

ATTENDING the latest Charlie Spivack dance were *Graham Wilkerson, Wade Brooks, Sarah Dillon* and *Vernice Benton.*

W. T. DENTON, road oil employee, was married recently.

AFTER SHORT resignations, *J. R. Bogue* and *Charlie Wheeler* have returned to work with the Construction Department.

MRS. HESTER TYSON, stenographer in the division office, finds her week-ends taken up these days. . . . She burns up the highways between Wilson and Petersburg, Va., in her new '51 Ford traveling to see her husband who manages a baseball team there.

JUNIOR BROWN, road oil truck driver, recently suffered injuries with a broken arm. . . . *Danny Ray*, son of *M. T. Ray, Jr.*, is recuperating after a tonsilectomy.

DIVISION FIVE

FIFTH DIVISION PERSONNEL were invited to a golf outing recently at the Greensboro Starmount Forest Country Club. . . . Hosts for the event were local contractors. . . . Wives of the employees were also feted at a luncheon. . . . Winning golfer among the highway folks was *M. T. Adkins*, and *R. B. Arthur* was best among the contractors. . . . Both shot in the low 70's.

MR. AND MRS. J. I. LYNCH proudly announce the birth of a daughter, *Patricia Ann*, born on May 19. . . . Mrs. Lynch was formerly secretary to *Division Engineer T. A. Burton*, and Mr. Lynch is road maintenance supervisor in District Three.

DIVISION SIX

THE SIXTH has "new homes" fever . . .Owners of new homes in the division include *A. J. Hughes, E. T. Brame, H. C. Marley and C. C. Marley.*

TRAGIC HIGHWAY ACCIDENTS took the lives of two Sixth Division employees . . . *Nathan L. Caldwell*, truck operator in Moore County, was instantly killed when the truck he was driving went out of control. . . . *William H. Morrison*, foreman with the Commission for the past six years, died from injuries received in a truck-car collision.

NEW PARENTS in the division are as follows: *Mr. and Mrs. Roy D. Tolar* of McDonald whose son was born on May 18 . . . Mr. Tolar is a motor grader operator in Robeson County; *Mr. and Mrs. P. J. Atnip* whose daughter was born on May 18 . . . Mr. Atnip is a mechanic in the division shop; *Mr. and Mrs. James Guinn* of Gibson, a son on April 27 . . . Father Guinn is a truck driver in District One; *Mr. and Mrs. R. W. Howell* of Lumberton, a daughter on May 17 . . . Mr. Howell is supervisor foreman in District One.

PHOTOGRAPH on this page shows *Gang Foreman Charlie Williams* (center of picture) and his grading crew at work on a county road running from Ulah to High Pine Church Road.

MRS. RUTH SHEPTOCK, steno-clerk in the Asheboro office, resigned June 1 to accept a position in Greensboro . . . She was connected with the state for two years.

GILBERT CAMERON AND JOE MOFFITT of the Construction Department recently resigned . . . To help alleviate the personal shortage, the Sixth has hired four college students for summer work.

E. T. BRAME'S SON, student at the University of North Carolina, has an outstanding scholastic average . . . He made straight "A's" at Chapel Hill during his freshman year . . . He attained the same record while in high school.

J. E. (GREY) GREAGSON, division shop foreman, spent three days at Holden Beach fishing.

BUFORD HILL, employee with the Rea Construction Company of Charlotte, was accidentally killed while working on the Thomasville by-pass . . . He died of injuries sustained when a truck on the project backed over him.

DIVISION SEVEN

WILL PLYLER, shown in the picture on the next page, is one of the Seventh Division's oldest employees . . . At 67 years of age, he is still going strong in his work as a rock crusher operator in Union County . . . He has been doing road work for his county since 1923 and joined the Commission in 1932.

T. F. ROYALL was honored at a dinner party recently on the occasion of his 21st anniversary as district engineer at Wadesboro . . . *L. C. McSwain* in behalf of the district employees presented Mr. Royall with a cake boasting the appropriate number of candles . . . Mr. Royall has been with the Commission for almost 33 years.

ANOTHER PARTY in the division was that of the Rowan County Highway Employees' Association held in the form of a fish fry . . . Some 120 members were present for the event held at the maintenance shop yards.

STANLEY COUNTY residents showed their appreciation for bond road work in ways other than talk . . . Citizens along the road south of the Albemarle-Aquadale Road and the Aquadale-Norwood Road recently served picnic suppers to *W. B. Crump's* heavy construction crew . . . *H. R. Poplin* and *P. H. Hinson* are pan operators for the group and *R. W. Lanier* is motor grader operator.



CREW AT ALBEMARLE SHOP

THE ACCOMPANYING PHOTOGRAPH shows the crew at the division shop in Albemarle . . . They are left to right on the front row, *Jerry Caldwell, John Bost, J. L. Morris, C. P. Berryhill, Bob Baker,* and *Harvey Herron* . . . On the center row are *P. R. McCorkle,* equipment superintendent, *J. M. Kistler,* shop foreman, *J. B. Williams, W. C. Moore* and *Fred Payne* . . . On the back row are *J. W. Kistler, E. J. Brinkley, Harry Long, W. B. Vance, Frank Griffin* and *Gene Downs* . . . *District Mechanic W. M. Berryhill* was absent when the picture was taken.

AMONG SEVENTH DIVISION employees called recently by the Armed Forces are *Capt. Vernon L. Dicks* who reported for duty in April with the Air Forces and *Charles G. Fletcher* of Charlotte who reported for induction on May 18.

THE MAN IN UNIFORM shown on the next page is *Charles (Buck) Heilig,* formerly of the Rowan County asphalt maintenance crew . . . Buck, who is stationed in Indiana, is shown looking over US 4 in Kentucky.



SIXTH GRADING CREW

SYMPATHY is extended to *Foste Deese* in the recent death of his fathe to the family of *W. A. Bradshaw,* forme prison camp superintendent, and to th family of *William Marshall Johnson* wh died in June.

ON THE RECENT SICK LIST wer the following: *Floyd Penninger* now bac at work after an accident; *George Sti well* who suffered with eye trouble; *J. Howell* who suffered a severe sprain ankle; *Maintenance Supervisor E. Finision* of Stanly County who receive injuries in an automobile-truck accident *Douglas Patrick* who spent two week in the hospital after an automobil accident; *Mrs. W. B. Martin* who ha a deep cut on her forehead; *Gan Foreman R. B. Smith;* and *Mr A. J. Harkey,* wife of the Cleveland se tion foreman, who was a hospital patie in Winston-Salem.

RUBY JEAN HAWKERSMITH, sten grapher in the Charlotte office, was ma ried to *Major E. A. Rodgers* of Fort Brag in May . . . Another newly wed is *C. H Hartsell* who was married in May t *Edna Herring* of Derita.

R. G. HOLDEN is a Commission em ployee turned farmer . . . He says h stays busy looking after his two rows o beans and a short row of radishes.

RECENT FISHERMEN in the divisio include *W. M. Pender, District Mechani R. W. Schenk* and *Gang Foreman J. D Schenk.*

FRED S. FREEZE is a new employe in the Equipment Department of Rowa County . . . *J. O. Sellers* is new with th Construction Department in Charlotte.

J. M. JOLLY recently spent a week' vacation at home.



CHARLES (BUCK) HEILIG

MR. AND MRS. E. F. JORDAN announce the arrival of a new daughter at their home in Salisbury.

PAUL BOST, former mechanic in the Equipment Department, recently resigned.

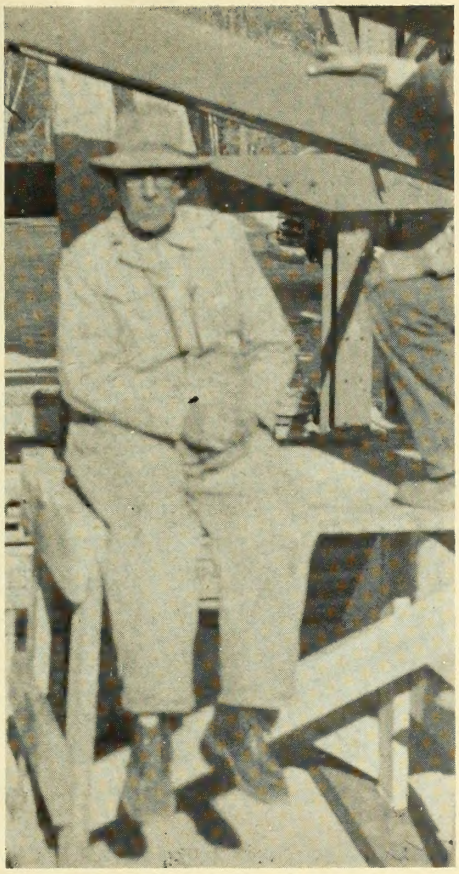
SCOUT MASTER E. L. SETZER of New London took his troop on a week-end camping trip to Ellerbe.

DIVISION EIGHT

GOVERNOR SCOTT, *Chairman Jordan* and the Governor's assistant, *Ben Roney*, recently made a three-day inspection tour of the Eighth Division. The trip originated on May 22 in Elkin where the party was met by *Commissioner Mark Goforth, Division Engineer Z. V. Stewart* and *District Engineer "Burr" Bivens* . . . The Elkin Merchants Association honored the visiting delegation at a luncheon after which the party visited construction work in Wilkes and Alleghany counties . . . The group spent the night as guests of *Mr. and Mrs. W. A. Neqves* at their home near Mouth of Wilson, Va.

ASHE COUNTY PROJECTS were inspected by the party on the second day and while there they were entertained by citizens at the Black Bear Inn near West Jefferson . . . The party then turned into Watauga County where in Boone they were dinner guests of the Boone Chamber of Commerce . . . The three left Thursday morning via Blowing Rock, Yonahlossee Trail and the Blue Ridge Parkway for Spruce Pine and Burnsville.

DISTRICT TWO held a combination fish fry and service award presentation



WILL PLYLER

on May 15 at the equipment repair shop in Elkin . . . *District Engineer "Burr" Bivens* did the honors and *Superintendent Reid George* of the Stokes Prison Camp was in charge of the dinner.

THOSE RECEIVING 25 year pins at the occasion were *C. G. Ashby, James Atwell, J. H. Councill, C. W. Foster, J. D. Gwyn, G. W. Hoppers, R. F. Hunter, D. S. Ingram, T. J. Jarrell, R. A. Moser, M. J. Shore, T. W. Snow* and *E. H. Thompson.*

ON THE 20 YEAR LIST were: *W. C. Coffey, K. E. Edwards, W. B. Pugh, C. M. Royall, O. K. Stephens,* and *C. R. Whittington.*

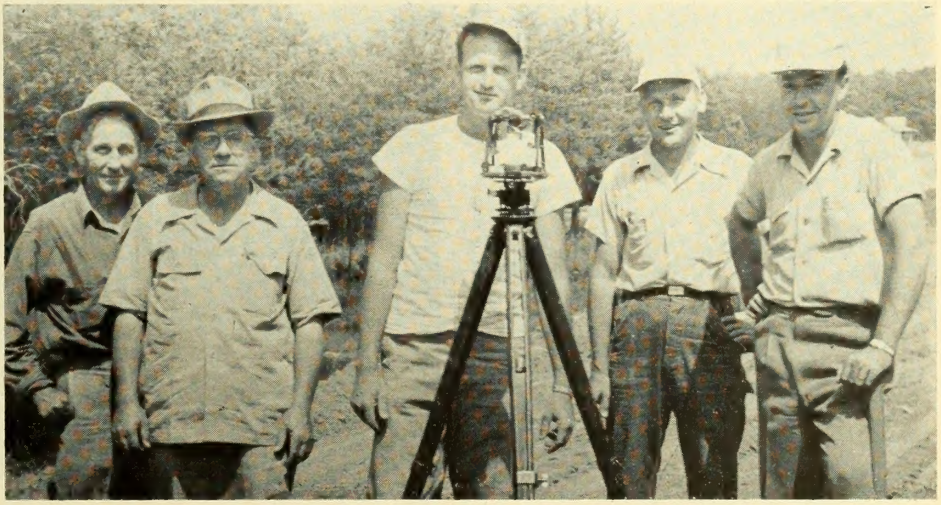
FIFTEEN YEAR recipients were *H. H. Allred, C. H. Badgett, C. E. Brewer, R. H. Campbell, C. C. Choate, M. B. Clark, C. J. Eller, S. C. Holder, L. R. Kiger, H. E. Koontz, F. A. Miller, C. M. Nixon, H. W. Pardue, R. E. Richardson, A. P. Spaugh, W. S. Walsh, R. G. White, A. F. Whittington, J. B. Williams.*

THOSE ON THE 10 YEAR LIST: *V. H. Blevins, C. H. Campbell, J. E. Doughton, Don D. Duncan, P. J. DuPre, C. E. Echols, W. B. Edwards, W. D. Halsey, J. P. Higgins, D. W. Hodges, J. D. Jarvis, C. P. Joines, C. A. Jones, C. V. Jones, Fred Lane, C. S. Lewis, T. L. Lewis, C. G. Livengood, E. M. Neal, C. S. Nixon, A. T. Reeves, J. C. Stykes, C. P. Swift, Charlie Warren, J. T. Winkler, G. P. White.*

FIVE YEAR EMPLOYEES receiving pins were *C. A. Amburn, Cora Lee Andrews, D. E. Baldwin, R. W. Beane, E. O. Billings, Sam Billings, W. R. Billings, R. M. Bradshaw, J. C. Bray, J. P. Bray, W. J. Brookshire, Stuart Canter, J. L. Caudill, J. R. Clement, J. B. Clifton, Wiley Cole, R. L. Creasy* (Expired), *Crom M. Dancy, J. F. Driver, P. D. Freeman, F. C. Hagaman, T. C. Hamm, A. H. Hartsoe, R. F. Isaacs, H. E. Joines, Clossie Laws, Walter Little, Roscoe Lyalls, Luther Money, A. L. Myers, L. B. Myers, A. B. O'Mohundro, William R. Pendleton, A. M. Porter, J. W. Reavis, G. W. Reese, J. W. Reeves, Walter Shepherd, M. C. Sparks, G. L. Stewart, Bert Sturgill, G. T. Upchurch, H. C. Whittington, Odell Wyatt, Spencer Yates, H. W. York.*

DIVISION NINE

THIS SPRING saw the formal opening and dedication of Franklin Avenue in Gastonia which carries US 29 and 74 . . . The ceremony, sponsored by the Gastonia Chamber of Commerce, drew a number



J. E. TERRELL'S SURVEY PARTY

of representatives from Highway Commission ranks . . . These included *Chairman Jordan, Chief Engineer W. H. Rogers, Jr., Commissioner Joseph Graham, Division Engineer L. B. Peck, Assistant Division Engineer E. L. Kemper, Resident Engineer R. J. Albert, J. D. Peek, H. H. Weaver* and *J. B. Verner* . . . Former *Commissioner T. Max Watson* and former *Engineer H. E. Noell* also were present.

CLEVELAND COUNTY chapter of the Employees' Association held a spring meeting at the local prison camp . . . New officers elected are *J. F. Abernathy*, chairman; *C. E. Noggle*, vice-chairman; *W. H. Eskridge*, secretary-treasurer.

EQUIPMENT DEPARTMENT employees attended a barbecue supper meeting at the new sub-shop in Newton in May . . . Service emblems were awarded.

R. W. McABEE'S CREW enjoyed a country style dinner at the New Home Church in Cleveland County . . . Prisoners rendered spirituals after the dinner.

PART OF J. E. TERRELL'S survey party appears in the accompanying photograph . . . Left to right they are *W. J. "Pop" Edwards, Drew Wright, Harold Thompson, L. C. Duncan* and *C. J. "Jack" Beck.*

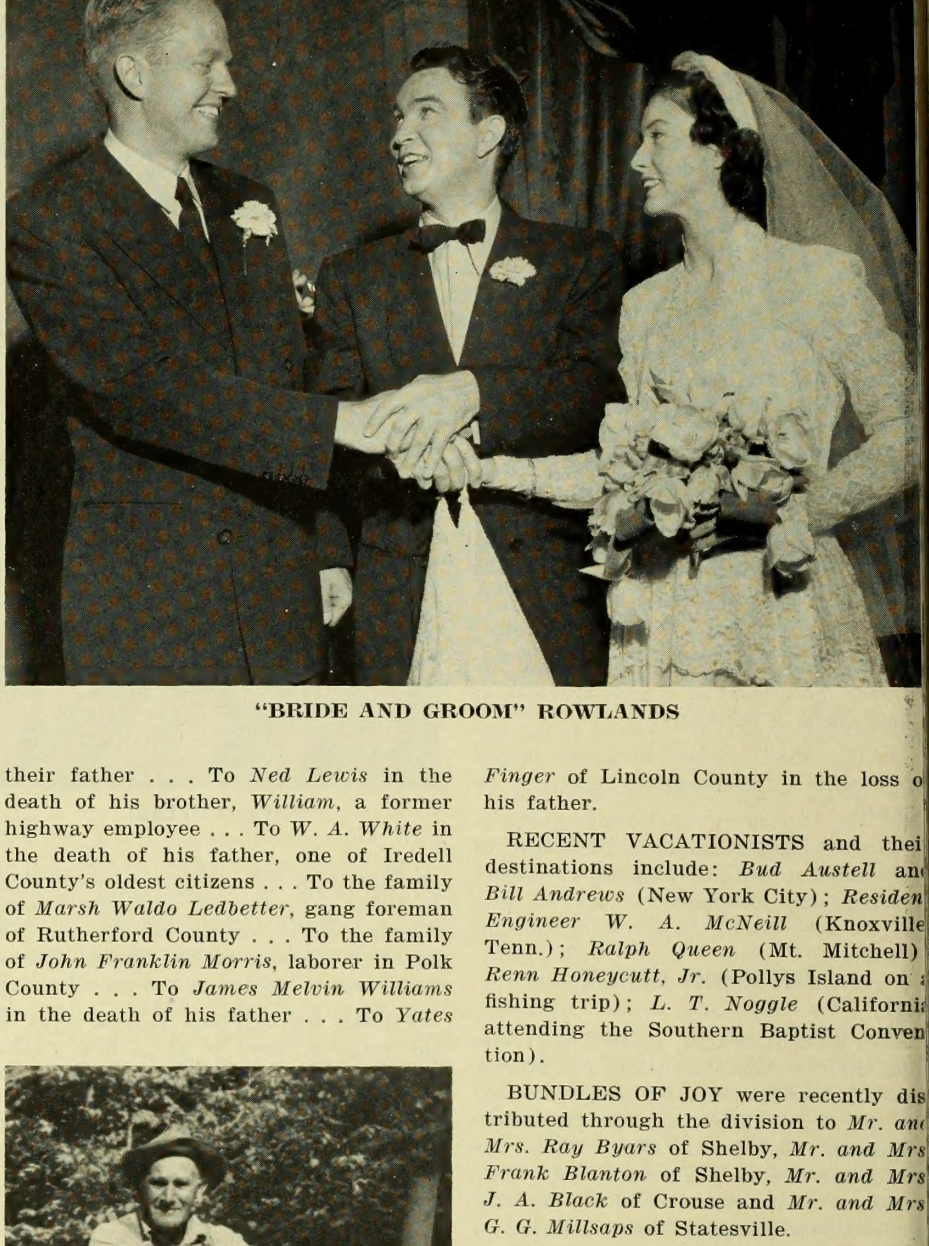
FIFTY-EIGHT employees attended the Shelby group Employees' Association barbecue held at the Shelby Highway Shop in May.

OTHER NEW Employees' Association officers elected in the division include those of the McDowell County chapter . . . They are *E. D. Ricks*, chairman; *W. C. Spratt*, vice-chairman; and *Jack Beck*, secretary-treasurer . . . The men were elected at a recent barbecue dinner.

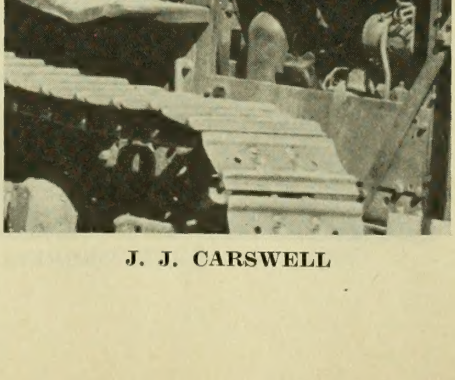
CONGRATULATIONS to the Third District employees who recently qualified for service emblems . . . *G. H. Elliott, A. L. Lytle* and *H. F. Edwards* received 25-year pins . . . *T. A. Stroud* was a 15-year pin recipient . . . *J. A. Bailey, C. M. Benfield, Hersel Chapman, G. R. Hines, J. T. Matheny, B. H. McSwain* and *J. M. Williams* passed their 10-year anniversaries . . . On the five year list were *Garland Biddix, Seagle Caraway, J. A. Clark, A. C. Gragg, R. L. Hardin, L. R. Henson, Z. T. Henson, Furman Mathis, J. A. McNeill, Edward L. Shuping, C. H. Simmons, J. D. Willborn* and *C. L. Wilson.*

NEWLY WEDS in the division include *Eugene White*, Shelby Construction Department, who married *Jewell Chapman* in June; *Joe Hendrick*, Construction Department, who married *Mary Anne Teele* in June; *Pitt Beam*, employee in the District One office, who was married to *Anne O'Leary.*

SYMPATHY is extended to *Marshall, Marvin and Ray Byars* in the death of their father . . . To *Ned Lewis* in the death of his brother, *William*, a former highway employee . . . To *W. A. White* in the death of his father, one of Iredell County's oldest citizens . . . To the family of *Marsh Waldo Ledbetter*, gang foreman of Rutherford County . . . To the family of *John Franklin Morris*, laborer in Polk County . . . To *James Melvin Williams* in the death of his father . . . To *Yates Finger* of Lincoln County in the loss o his father.



"BRIDE AND GROOM" ROWLANDS



J. J. CARSWELL

RECENT VACATIONISTS and thei destinations include: *Bud Austell* an *Bill Andrews* (New York City); *Residen Engineer W. A. McNeill* (Knoxville Tenn.); *Ralph Queen* (Mt. Mitchell) *Renn Honeycutt, Jr.* (Pollys Island on fishing trip); *L. T. Noggle* (Californi attending the Southern Baptist Conven tion).

BUNDLES OF JOY were recently dis tributed through the division to *Mr. an Mrs. Ray Byars* of Shelby, *Mr. and Mrs Frank Blanton* of Shelby, *Mr. and Mrs J. A. Black* of Crouse and *Mr. and Mrs G. G. Millsaps* of Statesville.

DIVISION ENGINEER AND MRS L. B. PECK attended presentation cere monies in Washington, D. C., in May when their nephew, *Kos Weaver*, received an award as an essay contest winner... Young Weaver placed second in the Unit ed States.

THOSE on the sick list have been: *O. L. Wilson* of Statesville; *George Baker* now back at work after three months' absence; *Mrs. Myrtle West* of McDowell County; *Thomas H. Sluder; Arthur A. Crawley; Garland Biddix; Logan Wakefield; E. F. Cannon; John Aubrey Miller*, son of *District Engineer P. D. Miller*, who was hospitalized for a skull fracture sustained while pitching horseshoes; *A. J. Heavner* of Lincoln County who had an appendectomy in May.

PFC. THOMAS SAIN recently spent a week-end leave with his parents in Lincolnton. . . . A former key foreman in Lincoln County, he is stationed in Georgia.

KENNETH W. RABB recently began construction on his new brick home located about five miles west of Marion on the Lake Tahoma Road.

TOM GOWAN is owner of a new 16 horsepower outboard motor.

"OLD HIGHWAY MEN NEVER QUIT" . . . They just keep on building roads. . . . *J. Carswell* retired from the Highway Commission in January after 29 years' service only to begin employment with the Mount Airy Construction Company. . . . He is shown in the accompanying picture.

FRED BIGGERSTAFF was largely responsible for getting Camp Rotary, Girl Scout Camp near Gastonia, into shape for the summer season. . . . He was active in working on the camp lake and grounds.

DIVISION TEN

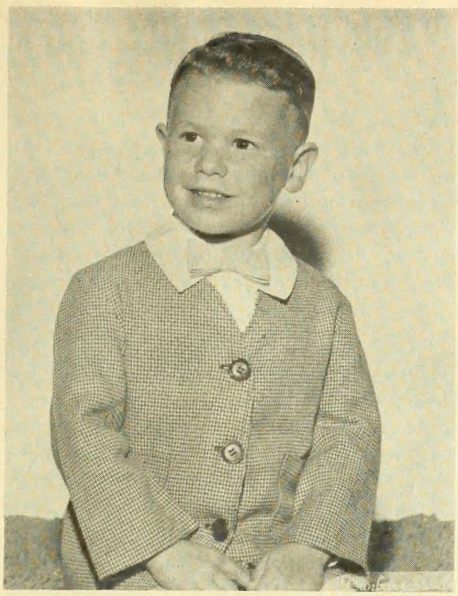
G. E. BASKERVILLE, road oil supervisor, received recently the Military Cross for service in World War II. . . . The award was presented him by the United Daughters of the Confederacy. . . . His four-year-old son, *Eddie*, appears in the photograph on this page.

MR. AND MRS. FRED A. GIBSON visited relatives in Maryland recently and during the course of their trip stopped in Washington, D. C., where they caught a view of General MacArthur.

ANOTHER VACATIONIST in the division is *J. C. Northcott* who visited relatives in Eastern North Carolina and Chase City, Va.

MR. AND MRS. C. B. ROWLAND of Greenville, S. C., had a wedding in the spring that was momentous in more ways than one. . . . The bride, the former *Betty Ann Reeves*, daughter of the Highway Commission's supervisory foreman at Craggy, *C. P. Reeves*, and groom were married in conjunction with the "Bride and Groom" radio program in New York City. . . . Although actually married in the church, the couple appeared on the nation-wide program and as a result received many gifts including a washing machine, make-up case, place settings of silver, a sewing machine, and a television set. . . . They were also furnished a car for a two-week honeymoon at historic Public House Inn in Sturbridge, Mass. . . . The couple appears in the photograph on this page being congratulated by the program's emcee.

NEW ARRIVALS have come to the following Tenth Division families: *Mr. and Mrs. Alton Palmer* of Heaton, *Mr. and Mrs. W. W. McKinney* of Bakersville and *Mr. and Mrs. E. A. Lumpkin* of Marshall.



EDDIE BASKERVILLE

SYMPATHY is extended to the family of *A. P. Courtney*, gang foreman in District One who died recently of a heart attack.

H. D. AIKEN recently attended the commencement exercises of the University of Georgia from which his son-in-law graduated.

TENTH DIVISION employees will miss *Thomas McCall* of Hendersonville who retired on June 30. . . . Mr. McCall was gang foreman in District One for many years and was a 20-year man with the Commission.

DISTRICT ENGINEER W. B. FERGUSON of Burnsville suffered a stroke and cerebral hemorrhage in May. . . . He was a patient at the St. Joseph's Hospital in Asheville.

ALSO on the sick list were *Division Engineer W. M. Corkill* and *Doris Ann Stevens*, daughter of *W. H. Stevens*, who received treatment at Johns Hopkins in Baltimore.

THE BEN GRIFFITHS have purchased a brick home near Burnsville.

HEADQUARTERS

WHEN *Charlie Snow* and *Charlie Amick*, both of the Prison Department, took a recent week-end trip in Alamance County to look over the second Charlie's farm there, they also took time out to view a neighboring farm—that of Governor Scott's. . . . Photographer Snow had his camera along and took the provocative picture on the next page which shows his daughter, young *Verna Snow*, age 18 months, making a play for the Governor's large, striped cat which, we understand "took up" at the Governor's farm and is known only as "The Personality Cat" since he is such a friendly animal. . . . The results were so good that we carry the photograph here for your enjoyment. . . . Incidentally, four "Charlies" went on the trip—the two mentioned above and the two sons of the men, also named "Charlie."

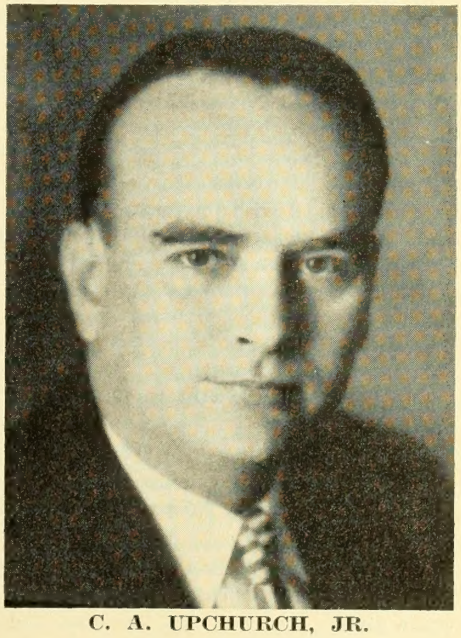
MARGARET POLLOCK of the Prison Department is bursting with pride these days. . . . She was a recent visitor to Baltimore, Md., to see her daughter, 24-year-old *Martha Ray Lumpkin*, receive her MD degree from Johns Hopkins Medical School. . . . Her daughter is now interning at Strong Memorial Hospital in Rochester, N. Y.

PEGGY TAYLOR is new in the Right-of-Way Department replacing *Marie Knight* who resigned. . . . Peggy is a native of Kinston.

THE HIGHWAY COMMISSION has been riding a merry-go-round of personnel changes in its headquarters. . . . As a result of the changes, NORTH CAROLINA ROADWAYS will get a new editor in the person of *C. A. Upchurch, Jr.*, veteran Raleigh newspaperman and most recently head of the Malt Beverage Division of the State ABC Board. . . . Mr. Upchurch will take over public relations and administrative work for the Commission formerly handled by *William D. Snider*, who resigned to accept an editorial position with the GREENSBORO DAILY NEWS. . . . Mr. Upchurch appears in the photograph on this page.

ALSO CONCERNED in the reshuffling among state departments is *H. D. "Tarvia" Jones* who gave up his position as the Highway Commission's safety director to become head of the Safety Division of the Department of Motor Vehicles. . . . At press time successor to Jones had not yet been named.

AMONG OTHER resignations are seven in the Bridge Department. . . . These include *J. T. Higgins, R. L. Myatt, Jr.*,



C. A. UPCHURCH, JR.



VERNA AND "THE PERSONALITY CAT"

C. J. Zacny, J. F. Thomas, D. C. Shearin, H. L. Snider and *Robert A. Sapp* . . . Also leaving the department was *Thomas W. Wood* who joined the US Army.

HEADQUARTERS employees were shocked to learn of the sudden death by heart attack of *Harry Griffiths*, engineer in the Road Department, who had been continually connected with the Commission since 1939. . . . He was educated in Germany. . . . Sympathy is also extended to *Vera Graham* of the Equipment Department in the recent death of her brother and to *J. N. Wall* of the Bridge Department in the loss of his mother.

HELDA RAY of the Accounting Department has returned from a six-week trip to Seattle, Wash., where she visited her brother. . . . She made her trip via Washington, D. C., Chicago, Denver, and San Francisco.

ASSISTANT PRISON DIRECTOR H. H. HONEYCUTT recently rounded out a half century of service with the Prison Department. . . . During his tenure of service he has held virtually every type of job connected with the system including two terms as acting director. . . . Honeycutt was only 20 years old when he became a guard with the department. . . . At that time the state and county prison systems were separate. . . . Subsequent positions saw him moved up to hall clerk and foreman of the cell block at Central Prison in Raleigh, to assistant warden there and finally warden. . . . In 1922 he set up the present North Carolina fingerprint file system.

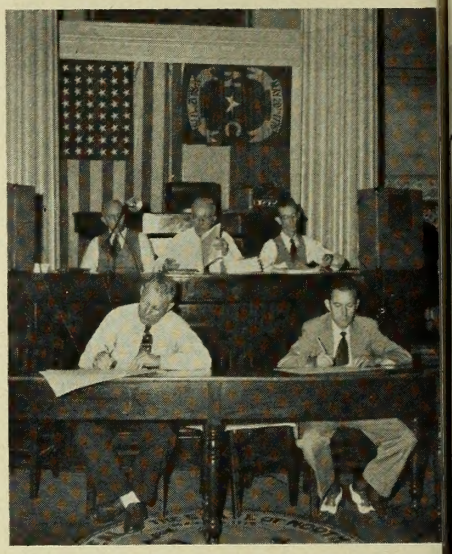
ANNIE RUTH SUGG, Bridge Department, received acclaim for her part in the recent Raleigh Little Theatre production, "Mountain Ivy."

A NEW FATHER in the Road Department is *Marshall Rich*. . . . The arrival was a girl.

"The Darn Fools Can't Do It For That Price!"

AT LEAST once a month—and sometimes twice—during recent years the two top bosses of the engineering side of the Highway Commission have mounted the impressive rostrum of the State Capitol's Hall of the House of Representatives and taken over as presiding officer of the day. Their business has been conducting a highway letting.

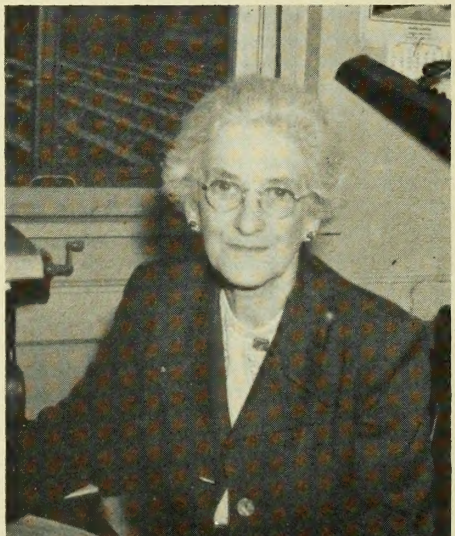
During 1950 that job increased in importance as the Commission almost doubled the amount of work let to contract over the preceding year. From February through August it held two lettings every month, averaging 25 or 30 projects each. Contractors' bids were generally satisfactory although the unsettled condition of steel and cement resulted in some high structure bids toward the end of the year.



Here you see W. H. Rogers, Jr., State Highway Engineer; Louis Payne Assistant State Highway Engineer; and H. K. Witherspoon, compensation office on the top level. Mr. Payne was reading a bid when the picture was taken Below are Richard Turner and Dan Allen.

The caption on this story swells up en masse from the throats of the con tractors in the audience when they hear the low bid.

Commission's Secretary



INA L. FERRELL, secretary to th Commission, is one of the few Highwa Commission employees whose length c service dates back to the beginning c the Frank Page era.

As the well-known Highway Chairman' valuable assistant for the ten years h held office, she has seen the Commissio mushroom from the small strugglin group of engineers it consisted of in it fledgling days to the vast organization i is today.

Miss Ferrell began her tenure of servic with the Highway Commission in Septem ber, 1918, and served as secretary to Stat Highway Engineer W. S. Fallis for year until Mr. Page became Chairman i 1919.

"Governor" R. A. Doughton, who follow ed Mr. Page as Chairman, also selecte Miss Ferrell as his secretary and it wa during his period of office that she wa elected secretary to the Commission, which position she continues to hold today.

A native of Wake County, Miss Ferrell received her education at Meredit College and Kings Business College. She is a member of the Tabernacle Baptis Church in Raleigh where she is active in its affairs. She is secretary of th Missionary Society and misson study chairman of her circle. She is also a membe of the Raleigh Music Club.

She resides at 526 N. Bloodworth Street in Raleigh with her sister, Mrs Ethel Ferrell McNeal, who is a secretary in the Tax Research Department.

New Signs For Carolina



FRANK SEAGROVES, sign painter in the Third Division Sign Shop in Fayetteville, puts the finishing touches on one of North Carolina's new school bus signs.

Sign shops in all divisions are busy painting and erecting the new signs approved by the Highway Commission last winter. The larger sign, as shown above, is erected at state lines, and smaller versions appear on all school bus routes.



TO HELP heavy truck traffic weave its way through Greensboro, the Fifth Division recently decided to experiment with colored traffic signs. Eight markers, like the one above on East Bessemer Avenue, were erected at the major highway entrances to the city. The color patterns continue through the town at each main intersection. Any motorist, harrassed by congested traffic markings in an unfamiliar city, recognizes the value of following colors instead of numbers. But Highway Commission engineers hesitate to do more of this sort of marking because of several disadvantages they point to: (1) The visibility of the signs would be decidedly cut at night (black on white is best for visability); (2) A state-wide program would be expensive and might be confusing in some localities.

Visiting the Highway Commissioners (V)

(Continued from page 7)

Dr. Earp is a member of the board of trustees of the Johnston Memorial Hospital in Smithfield, a Shriner, on the advisory board of the State Medical Care Commission and a member of the board of trustees for Meredith College in Raleigh. In past years he served as head of the Johnston County Red Cross and tuberculosis campaigns and was a member of the State Board of Agriculture for two years.

Dr. Earp is married to the former Leah Godwin of Raleigh who was assistant dean at Meredith College for a number of years. They have two children, Ray E., Jr., age two, and Mary "Winkie" Willie, age one and one-half, who was born on her mother's birthday. Dr. Earp has one son, 18 years of age, by a former marriage.

A true family man, the doctor says that the highlight of his day is at breakfast when he takes time from his busy farm duties to romp with his children.

Gardening is another favorite pastime of the Fourth Division Commissioner, and the landscaped gardens bordering his home pay tribute to his skill. His formal gardens mostly contain the rare black tulips, camellias, azaleas and roses.

As Highway Commissioner, Dr. Earp takes his job seriously and gives it continuing conscientious attention. Like most other highway commissioners, he started out two years ago knowing very little about roadbuilding. From the very beginning he plugged away at learning the details of the job before posing as an expert, and his open-mindedness and willingness to learn created great respect for him among the many employees he supervises. Now well-seasoned in the job, he conducts his highway activities with a friendly informality tinged with the necessary firmness when the occasion demands.

Ever affable and pleasant in disposition, he has been singled out for many jobs of responsibility as a member of the Highway Commission. His work on the rural mailbox program has been outstanding, and his calm and steady intelligence contributes greatly to the working out of highway problems confronting the Commission.

The same friendly atomsphere is evident at his beautiful home where beautiful lawns and furrowed acres stretch off in several directions and where members of the younger Earp generation and flocks of turkeys, sheep and cattle frolic and stroll about the yard in easygoing, restful informality.

Typical of the Earp hospitality was the Fourth Division Commissioner's invitation to the ROADWAYS reporter to stay for lunch. Dr. Earp apologized for serving "left overs." True to farm tradition, "left overs" consisted of plates laden down with fried chicken and fried shrimp, an abundance of creamed asparagus and sweet potatoes garden-raised, hot biscuits and ice cream topped with appetizing strawberries.

Mrs. Earp is as charming and hospitable as her husband and together with their children and their comfortable farm acres they somehow epitomize the farm ideal in the wonderful farming state of North Carolina.

What's New?

A Roundup of Highway News from Nags Head to Nantahala

LAST YEAR we were saying that "Roads Are Bustin' Out All Over" North Carolina — but the 1950 road-building pace can't hold a candle to this summer's.

When the last count was made by W. E. Hawkins, State Construction Engineer, it showed that over three dozen major projects were under construction on the primary system costing over $21,000,000. That didn't include the many routine resurfacing and widening jobs and the hundreds of county road projects.

The Commission's most impressive work this year is the face lifting on U. S. 29. When currently planned projects are finished (and that will take another year or 18 months) practically the entire length of that highway from Virginia to South Carolina will be modern highway, most of it four-lane.

First new segment scheduled for completion is the five-mile Thomasville by-pass (four-lane). The Rea Construction Company expected to finish the paving by mid-June, and the segment should be open to traffic by the time you read this.

Other work on U. S. 29 is progressing up and down the Piedmont. The segment between Reidsville and the Virginia border is spanking new. By fall Commissioner George S. Coble should be opening the Lexington by-pass. Grading on the 10 miles of double-laning between Lexington and the Yadkin River is completed and paving will follow shortly. A new bridge will span the Yadkin beside the old, providing one-way traffic both ways.

Down in the Charlotte-Concord area a similar double-laning project is past the grading stage, and over between Kings Mountain and Gastonia still another four-lane project will soon be ready for the public. In Gastonia itself the ambitious Franklin Avenue project (carrying U. S. 29 and other highways) was opened this spring, and in Charlotte there is more talk of extending the Crosstown Boulevard.

It's a happy season for folks who travel U. S. 29.

SINCE WE LAST visited here, the State of North Carolina sold some more secondary road bonds, and the interest rate was higher than previously but still gratifying. The rate on $75,000,000 worth (the last segment of the $200,000,000, incidentally) came to 1.94 per cent. This means the total issue sold for an average rate of 1.69 per cent—considerably under the two per cent rate anticipated when the bond issue campaign raged in 1949.

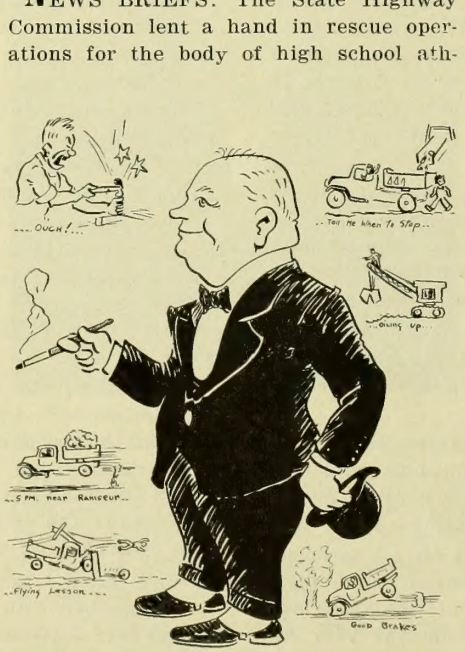
With the last bonds sold, it now appears pretty definite that Governor Scott's secondary road program will wind up just about the time the Governor leaves office in 1953. Already the Commission has finished over half the original goal of 12,000 miles of paving.

FOLKS PROBABLY ask you from time to time what are the most heavily traveled highways in North Carolina.

Well, if anybody knows, it should be Jim Burch, the Raleigh Statistics and Planning engineer who keeps up with such things. Burch wasn't in his office when we called, but L. V. Jay, one of his assistants, was and he lists the heaviest traveled routes like this:

1. U. S. 29, especially from Greensboro south and between Charlotte and Gastonia; 2. U. S. 301, the route most used by north-south tourists because it skips most of the larger cities; 3. U. S. 70, the most popular east-west artery, especially around Durham and Greensboro and Hickory and Valdese; 4. U. S. 74, a favorite beach route to the Wilmington area and also heavily used in the lower Piedmont; 5. U. S. 17, the coastal tourist route running from Elizabeth City to Little River.

NEWS BRIEFS: The State Highway Commission lent a hand in rescue operations for the body of high school athlete, Bill Barnes, who was drowned in a quarry lake near Salisbury. When Rowan Sheriff Arthur Shuping requested assistance, the Bridge Maintenance Department sent up two four-inch pumps to help drain the lake.



"TARVIA"

In the first year of its operation the Fifth Division's concrete pipe plant in Caswell County produced 113,000 feet of pipe which, Commissioner James A. Barnwell says, cost $29,000 less than the pipe would have cost on the open market.

Cities and towns expecting checks for street maintenance under terms of the newly passed Powell Bill need to get their applications in before August 1. First money will be distributed by the Highway Commission in October.

The Lawndale Woman's Club has won a state-wide Model Mile contest sponsored by the North Carolina Federation of Woman's Clubs and the Carolina Motor Club. The group's 28 members planted nearly 300 pieces of shrubbery, including dogwood and mimosa, along their beautified highway section. The Lawndale Lions Club helped in erecting uniform mailboxes set in concrete for each residence along the road. Lions also removed all unattractive advertising signs along the highway, and the Highway Commission cooperated by treating eroded shoulders and clearing right-of-way. A roadside park was built including picnic tables and other facilities.

Mountainous counties will get an additional $20 per mile out of state highway maintenance funds, the Highway Commission decided at its May meeting. Tenth Division Commissioner Dale Thrash led an argument for more consideration for the mountain country because of rough terrain and weather conditions.

Two heavily loaded trucks passing on a temporary bridge over the Roanoke River near Scotland Neck (US 258) caused the collapse of the span and the death of one driver. One of the trucks reached the end of the bridge safely but the other went down with several mid-spans of the bridge. Bill of lading in the truck's cab indicated that the death truck was overloaded with oranges moving from Florida to Norfolk.

THIS CONCLUDING COMMENT, meditated by "Hambone," needs to be pondered by all the "status-quoters" and "stand-patters":

"De man whut staht sump'n new be's a pest 'twell he git it—den it turn out he right *impawt'nt!*

Meet The Engineers (V)

Lewis E. Whitfield Mixes Intelligent Diplomacy With Topnotch Engineering

THE QUALITIES of a good engineer don't necessarily include an ability to win friends and influence people but having that ability helps tremendously. Lewis E. Whitfield, engineering boss of the Third Division, possesses it in generous quantities, and that may account for his success as he rose through the years to a position of top responsibility with the State Highway Commission.

Born on October 8, 1890, on a farm four miles east of Clinton (Sampson County), Whitfield was the youngest of six children of Allen and Virginia Whitfield. He attended the Clinton public schools and began the serious study of engineering at the University of North Carolina's old engineering school. (That was in the days before the school was moved to North Carolina State College at Raleigh.) He interrupted his engineering career to teach school in his native county, returning after three years to get his degree at Chapel Hill.

Whitfield's practical training as an engineer began during the summers he attended the University. One of his first jobs was making highway surveys for John D. Waldrop, a professional engineer at that time who later became State Highway Engineer. One of the chief surveys was one made for the highway between Fayetteville and Wilmington via Clinton. Today as supervisor of the Third Division, Whitfield drives up and down that road often in covering his domain.

Next, in gaining experience, he joined the forces of William M. Piatt, consulting engineer of Durham, who put him in charge of the first street paving in his home town of Clinton. Largely as a result of his work there he became county engineer of Sampson in 1918 and remained in that position until the state took over the county roads in 1931.

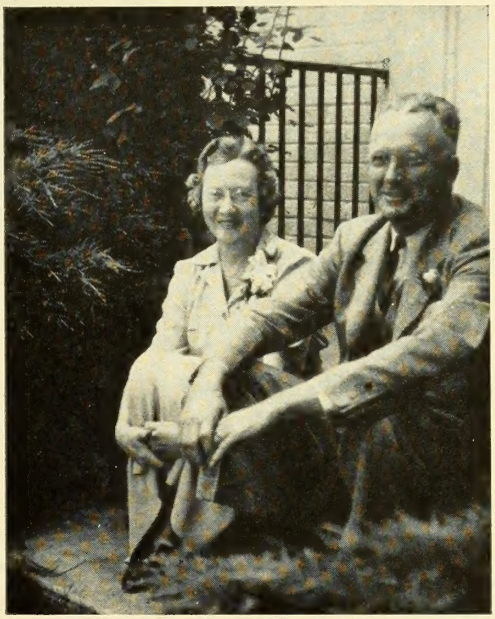
One of Whitfield's associates points out that his faithful service to the largely Republican administration of Sampson for 13 years indicates the quality of his diplomacy as well as his engineering skill. Later he served just as faithfully for numerous Democratic administrations.

In 1916 Whitfield married Susan Mosely Kerr of Clinton, an old childhood friend. Mrs. Whitfield, a graduate of Converse College, likes music and gardening and her friends say she has a "green thumb" with all sorts of flowers. The Whitfields have four children, L. E., Jr., of Fayetteville, Mrs. Oliver Dewitt Mann (Susan) of Whitakers, John K. Whitfield of Raleigh and George B. Whitfield of Memphis, Tenn.

Joins Commission in 1931

On joining the State Highway Commission in 1931, Whitfield became district engineer for Sampson, Bladen and Columbus counties. A promotion several years later made him assistant division engineer of old Division B with headquarters in Fayetteville.

In 1937 when the Commission was reorganized he became head of the Sixth Division with headquarters in Asheboro under the late Commissioner D. B. McCrary. During the eight years he worked there Mr. McCrary served as Chairman of the Commission on two occasions. In 1945 Mr. Whitfield began his association with another Commissioner who later became Chairman—Dr. Henry W. Jordan of Cedar Falls. Dr. Jordan served the Sixth for four years, succeeding A. H. (Sandy) Graham as Chairman in 1949. At that time in the general exchange of highway engineers, Whitfield returned to Fayetteville to take charge of the Third Division under the then new Commissioner, A. Wilbur Clark.



Mr. and Mrs. Lewis E. Whitfield

Recently the Third Division Engineer became a grandfather. His daughter has an eight-months-old daughter of her own, Betsy Mann.

One of the favorite conversational topics among the Whitfields is the old school ties rivalry among members of the family. Father Lewis had hoped his three sons would attend Chapel Hill as he had, but by the time they reached college age, the engineering school at Chapel Hill had been moved to North Carolina State and each, in the opinion of Dad, had to suffer the privation of missing Chapel Hill's wonders. All three boys hold mechanical engineering degrees from State College, and this creates a tense situation during football seasons. Things are further complicated by the fact that Susan's husband is an ardent Duke fan (he got both his AB and Law degrees there). Mrs. Whitfield manages to get in the argument by reminding her brood that her loyalty belongs to Converse.

Wherever he has lived, Mr. Whitfield has been a member of the Rotary Club—in Clinton, Asheboro and Fayetteville. He served as Chairman of the City School Board at Clinton, Chairman of the Planning and Zoning Commission at Asheboro and as an elder in the Presbyterian Church at Asheboro. He is now a member of the First Presbyterian Church in Fayetteville.

The Third Division Engineer likes to bird hunt and fish when the rush of highway business permits. Of this hobby one of his associates made this observation: "Lewis never does things by halves. He is thorough in everything he

(Continued on page 20)



Additional Location Department party chiefs are, above, Guy Lillard with 23 years' service; A. G. Crisp, nine years; and W. O. Mangum, 20 years' service.

Rugged Engineers Qualify For This Job

(Continued from page 6)

which shows all the primary roads and even a few minor roads which may afford good cutoffs. This map is very popular with hotels, chambers of commerce and various industries in all parts of the state.

This department has had the responsibility of redrawing the various county maps of the state with their supplements and keeping them up-to-date.

Recently the Highway Commission has authorized the aerial survey of two sections of the state highway system—one extending from Thomasville to Efland via High Point and Greensboro and the other from Old Fort to Statesville via Marion, Morganton and Conover. This work also is handled by the Location Department and in this, as well as any other federal aid projects, close contact is maintained with the engineers of the Bureau of Public Roads.

From the standpoint of location, it is doubtful that any state in the Union offers so much variety in terrain as is found in North Carolina. Surveys have been made by this department in every corner of the state—from the low lying banks of the barrier reef between Hatteras and Oregon Inlet, where a road has been built only a few feet above sea level, to the highest road in the state, which reaches an elevation of 6,595 feet above sea level near the summit of Mt. Mitchell. All of these surveys presented their own problems which many times required a great deal of the hardest kind of work and skill in their solution. The locating engineer, whether working in the dense swamps of Brunswick or Hyde counties, or in the precipitous jungle-covered mountains of Ashe, Buncombe or Clay counties, must put every ounce of perseverance and "horsepower" into the job if his work is to be adequately done.

Rock Soundings

Another phase of highway location is that of obtaining reliable data on the type of material which will be involved in the grading. In order that accurate estimates may be made of the cost of the projects, it is frequently necessary to know how much rock will have to be moved. Realizing the need for this information, the State Highway Engineer in 1926 authorized our department to make rock soundings, and this work has been handled by one of our most efficient employees, H. A. Tate (see "Highway People"). He has done a great deal of highway surveying and in addition has specialized in making rock soundings. This work is very difficult but it is so highly important that Mr. Tate has willingly accepted this assignment and has done a remarkably fine job. Recently he reported that since he has been in this work he has drilled enough holes, if put end to end, to reach nearly 500 miles. I think this is an outstanding record for such work.

While I have described briefly the work done by Mr. Tate and Mr. Sawyer, it should be understood that every one of the party chiefs has some outstanding qualification which particularly fits him for this work, but space will not permit my going into details regarding each one of them at this time or into the splendid work of the department's office personnel.

In order to better co-ordinate the work of our survey parties in the field and through the office, three of our most experienced engineers have been promoted to the positions of senior locating engineers. They are George A. McKinley, Lloyd H. Cook and J. H. Chappell. These men have had many years of experience in all branches of highway location and their assistance to the field parties is invaluable. Mr. McKiney had direct charge of all the survey work done in connection with the Blue Ridge Parkway. Mr. Cook and Mr. Chappell also include among their numerous duties negotiations with the various railroad and utility companies for encroachments and other arrangements which must be made with them on account of our highway activities.

It might be of interest to know that since the Location Department has been organized it has handled at least 18,000 miles of all types of location surveys, and a large percentage of them required the personal examination of the Chief Locating Engineer. The mileage on the highway system has grown from 5,500 miles in 1921 to the present total of more than 65,000 miles.

Meet the Engineers (V)

(Continued from page 19)

undertakes. He made a study of hunting when he decided to pursue it, and was one of the best shots in this part of the county when he hunted regularly."

Whitfield is generally quiet spoken, extremely intelligent and well-informed and knows his engineering job from top to bottom. His fine knack for making and keeping friends is coupled with a sense of responsibility to his community which he meets by taking an active part in civic projects. He qualifies as one of the Highway Commission's ablest engineering executives.

Mrs. Whitfield, commenting on her husband's ardent and single-minded devotion to the State Highway Commission, has often told him: "Lewis, when you get to Heaven, if St. Peter refuses to let you tinker with the golden streets, you'll certainly ask to be transferred to Hell where, presumably, the Devil will be glad to have an expert asphalt man."

Just as a tree bears year after year the same fruit and yet fruit which is each year new, so must all permanently valuable ideas be continually born again in thought.—Albert Schweitzer.

Hard workers are usually honest; industry lifts them above temptation.

WHAT THEY'RE SAYING



"LET'S CASH IN on US 264," says the Manteo *Times*, making note of the fact that the new highway (only a little over a year old) will bring bigger and better tourist business to the section. Called "The Tideland Trail," US 264 winds through Washington, Belhaven, Hyde County, Manns Harbor, Manteo, ending at the ocean near Nags Head, and, in the words of the newspaper, "opens up a marvelous region for sport and recreation, health and general tourist enjoyment."

The *Times* urges local folks to become tourist conscious since the traveler's dollar is all cash on the barrel head, and tourists require nothing in return after they are gone. The paper also notes that the newest state highway maps (which show more roads) have increased travel in that section.

Rep. Oscar Barker in a recent talk before the Durham Lions Club labeled poor highway engineering and construction a major cause of traffic accidents. He called upon the people to demand that the Highway Commission "build roads with regard to safety instead of saving money."

"If the Commission and its engineers are not putting safety first in their planning and construction, they are failing to keep faith with the people of the State," Mr. Barker said.

However, on the other side of the register, Col. C. W. Woodson, superintendent of the Virginia State Police, points out the strange paradox that modern highway construction which makes driving easier and more comfortable invites speed—the Number One highway killer.

The *Durham Herald* paraphrasing Colonel Woodson further says:

"Engineering has a great contribution to make to safety; so does enforcement; so do wise laws, when they are well enforced. But the people cannot escape the fact that there is no scapegoat to take the blame for traffic accidents. The answer is up to the individual."

J. F. Stanback, writing in the *Montgomery Herald* had another "bone to pick" with the Highway Commission. He said:

"We have had highway safety programs, model miles etc., but they have failed to include sanitation. . . . The natural beauty of the highways is being marred by unsightly sheds, warehouses, etc., adjacent to the roadways, especially just outside of the city limits, the highways are bespoiled with dead animals which are left for days or until they are ground up by traffic or occasionally pushed over to the side of the road where they are left until they decompose. The shoulders of the highways are being littered with trash, rubble, tin cans and garbage being burned together adjacent to groceries and eating places and tin cans at filling stations."

Mr. Stanback urges all state departments concerned to work together in formulating a program to clear up these conditions.

Jim Chaney, Capitol Square reporter for the *News and Observer*, has some comments on the highway program in a recent "Under the Dome." Calling attention to the fact that the Highway Commission recently passed its halfway mark in the current administration, he took time out to do some reviewing of work accomplished. He said:

"If the members of the Commission can claim success in their program, a heavy share of the credit must go to the State's highway engineers. . . . Chief Engineer W. H. Rogers, Jr., . . and his associates have handled the additional work of the secondary program virtually without additional help. The burden has weighed heavily on division engineers, district engineers, and other engineering field personnel. And it has weighed equally as heavy on Rogers and the engineering staff in Raleigh."

Praiseworthy comments on the success of the secondary road program came also recently from four other sources.

The *Henderson Dispatch* in an editorial praised Commissioner R. E. Earp for the fact that Vance County will get "considerable more rural road mileage than was anticipated when the program was launched several years ago."

The *Albemarle News and Press* in Stanly County noted that 80 miles of rural road in the county have been surfaced under the program and goes on to say, "The Highway Commission organization has done a fine job in carrying out this big construction undertaking."

Likewise, the *Winston-Salem Journal* noted that, "This progress in paving rural secondary roads has been attained in the face of the difficulties created by the National defense emergency, which is all the more commendable. . . . Despite steadily rising costs, the Commission seems also to have done very well in expending funds for the rural highway construction work."

And a postal card received from Mrs. Mary G. Rodgers of Rockwell tells the story of the program's success in a few short sentences. She writes:

"(In) 1949 you had all weather road put through here. A school bus came in for first time. An 18-year-old polio victim entered first grade. Yesterday she was promoted to Fifth Grade. A worthwhile piece of work, don't you thnk?"

The *Burlington Times-News* suggests that the State Highway Commission give more than passing attention to the idea of turning over the old bridge at Bogue Sound to the Beaufort Chamber of Commerce as a fishing pier. "Bogue Sound is not considered a 'fisherman's paradise' in the bridge area," it adds, "but seasonably interesting catches are reported. It always offers some species the anglers enjoy cussin' as bait thieves . . ."

After giving the idea full consideration, the Highway Commission finds that the fishing pier idea for the old bridge won't be practical. In the first place, the old bridge will be salvaged to recover every bit of the precious steel it contains (since steel is now in short supply and other bridges are being held up because it can't be procured). In the second place, the U. S. Army Engineers have specified that the old bridge be removed. Thirdly, the old bridge would rapidly become a maintenance problem without the close attention of the Commission's Bridge Maintenance Department, a service which the Highway Commission could hardly afford to set a precedent in providing.

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Prison Report

Governor Scott Approves $1,120,500 Prison Program

UNDER ITS NEW DIRECTOR, John M. Gold, the North Carolina Prison Department has been undergoing a slow metamorphosis. Gold took over last September, and since that time has been studying his ward and working on a long range improvement program.

The overhauling began with the appointment of a full time business manager, Otis Banks, who will shape up an expanded industry and agriculture program for the department. Part of that expansion already is taking shape with the purchase of equipment to resume the manufacture of soap at Central Prison. Also planned is a bookbinding project and enlargement of the industrial activities already under way there, including metal work, paint production and printing.

Second step was the appointment of a classification board to review all incoming prisoners. This has been followed by the recent appointment of a full time classification officer, Allan Nelms, who took over the important job of setting up long and short term prison camps and maximum and minimum security camps.

To help him evaluate the merit of the prison medical program, Gold called in a professional medical consultant, Dr. J. B. Whittington of Winston-Salem. Dr. Whittington submitted a detailed report of suggested improvements which Gold expects to incorporate in his over-all program.

To supplement Austin MacCormick's recommended changes in Woman's Prison, Gold asked Miss Ronie Sheffield, Woman's Prison superintendent, to work with Charles Graves, planning engineer. They drew up plans for important renovations at that institution.

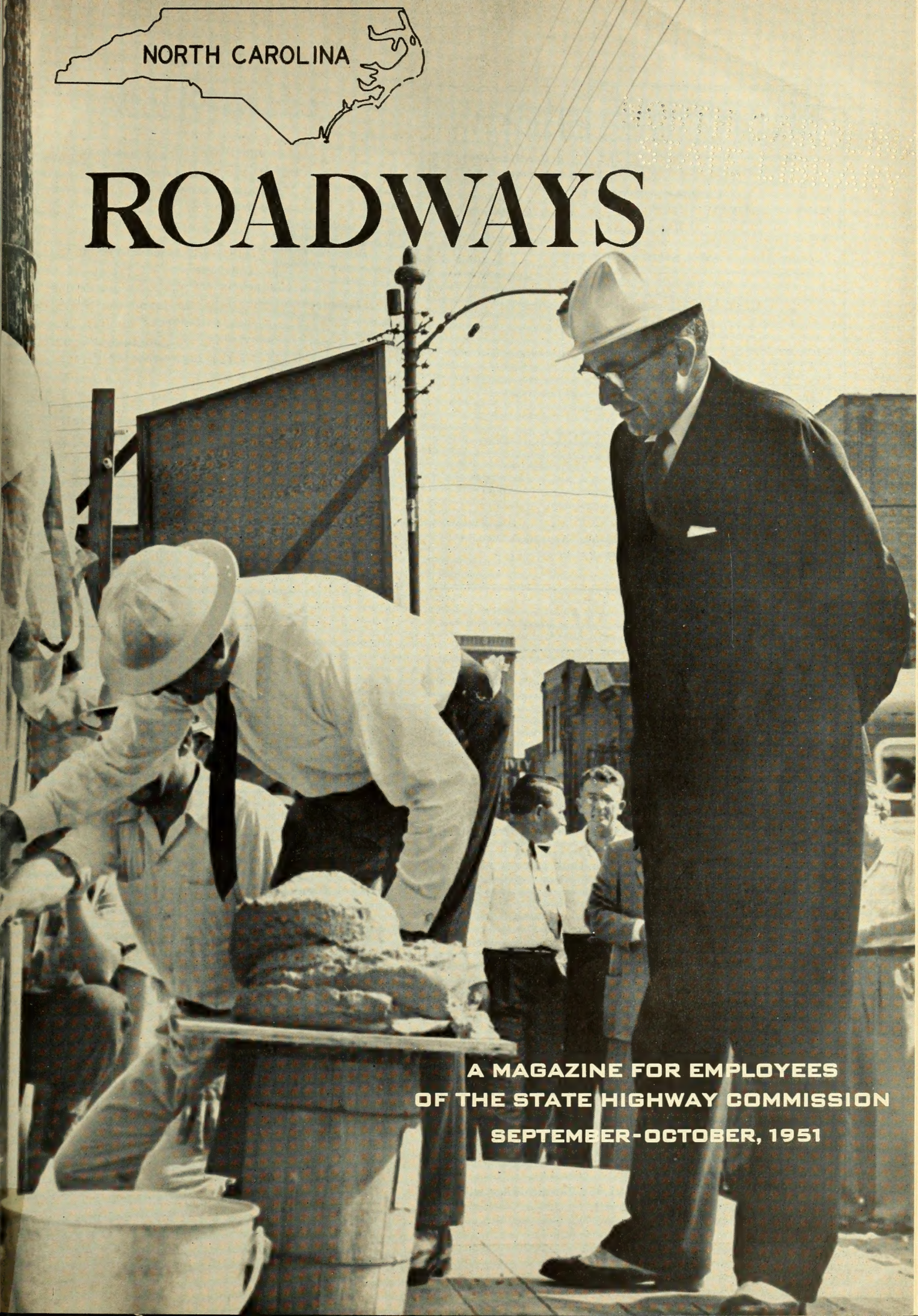
Culling the recommendations of these experts—MacCormick, Graves and Whittington—Gold in May laid his program before Dr. Henry Jordan, Chairman of the Highway Commission, and Governor Scott. To carry out the recommended improvements would require a million-dollar special appropriation by the Governor. Both Scott and Jordan studied the requests carefully, then agreed to go along with the recommendations.

The million-dollar appropriation is the largest authorized in many years for capital improvements in the prison system, although considerable money is spent annually on building new prison facilities as they are needed. Over one-half of the money will go to the Woman's Prison renovation program. Additions there include new dormitories, a central heating plant, "honor cottages" and a combination auditorium-gymnasium. Almost $200,000 will remodel and fireproof the Central Prison administration building, construct a vocational building and enlarge medical facilities in the department's numerous prison camps throughout the state, provide better solitary confinement facilities and additional singlecells for segregation. A small part of the appropriation will be spent on permanent improvements at Caledonia and Camp Polk prison farms. Total amount of the special appropriation is $1,120,500.



Dr. Jordan, Mr. Gold and Miss Sheffield look over new building plans for Woman's Prison at Raleigh.

After the physical facilities have been overhauled, Gold plans to inaugurate his rehabilitation and training program in earnest. "We need to provide the necessary physical facilities before we can start the training program," he says. With the big money hurdle largely out of the way, the new Prison Director now has the tools to do a job and the green light to move ahead.



ROADWAYS

A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION

SEPTEMBER-OCTOBER, 1951

NORTH CAROLINA ROADWAYS

A Magazine for employees of the North Carolina State Highway and Public Works Commission

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The Old Man

(From MISSISSIPPI HIGHWAYS)

THE "OLD MAN" came into the office just as a surveying party was starting out. "When you boys come back," he said, "I will show you a translation of an Egyptian document, written on papyrus, about 4,000 years ago. It is a report to the Pharoah of that time."

This was the translation:

"Know, O mighty Pharoah, that I have made inspection of the works of the upper Nile. I found the builders to be a most strange breed. First cometh men with a three-legged prong with which they make divers observations. When they approach a village the maidens fleeth and the villagers bewail exceedingly because they always aim the prong at a house, saying 'it must be moved,' although the desert stretcheth for miles around desolate. Sometimes the prong men drive little stakes in the ground. They play

(Continued on page 18)

THIS MONTH'S COVER

It was all impromptu, but quite a ceremony was staged on July 3 when the cornerstone was laid in the new highway building which now is half completed. Governor Scott crossed the street to spread a few blobs of mortar, and Chairman Jordan lent a helping hand. They are shown on our cover photo. Chairman Jordan sealed into the granite stone a copy of the Commission's first road map, issued in 1915, and a copy of the 1951 map. Commission employees took time off to watch the cornerstone laying. They were joined by a number of state officials who were invited to the proud occasion. Unless a hitch develops, the five-story $1,868,000 building will be ready for occupancy next April.

—(Photograph by Charles Snow)

A Matter of Pride

OFFICIALS of the Prison Department, and particularly those in charge of the medical program, may justifiably take pride in the report made by Dr. J. B. Whittington after an exhaustive survey of medical and surgical care given to North Carolina prisoners.

While Dr. Whittington found some situations that needed correcting, he was generous in his praise of the work being done in the prison hospitals, in particular, and in the prison system generally. He found the North Carolina prison medical program better than similar programs in other states he has visited, and he said, "I myself have been surprised to find the high class of personnel doing this work."

This is a distinct compliment to the medical men and others charged with administering the program. They are a credit to their profession and to their Highway and Public Works Commission.

Many of Dr. Whittington's recommendations for improvements can be put into effect with little cost or extra effort. For one thing, he recommends more attention to cleanliness in the camps. Those camp officials who are neglecting this phase of their work would do well to start a clean-up program immediately so such criticism never can be fairly brought again.

Politeness Pays

AN INTERESTING comment comes from Sam Weems, Blue Ridge Parkway superintendent. He says travelers on the Parkway are impressed by the signs reading, "Please leave the flowers for others to enjoy". These signs, says Mr. Weems, have proven much more effective than the old-style warnings: "Penalty for picking flowers".

It has been similarly noted that roadside picnickers are much more cooperative when the signs on the nearby garbage can reads "For your convenience in disposing of garbage" than they are when the signs order, "Put your trash here".

There is sound psychology behind the new signs. As one commentator puts it: "People do not like to be ordered or dared; they appreciate being requested to do something. There is as much pride in complying with a courteous request as there is in getting away with violation of a mandate."

Highway people, scattered through every nook and cranny of North Carolina, are in the public eye more than any other single group of state employees. They have innumerable contacts with the traveling public. Often, the impression highway people make on the public means the difference between appreciation for their work or downright disgruntlement.

It's easy to be courteous in answering questions, giving directions, handling traffic, operating highway vehicles and equipment, etc. Politeness is not only good psychology. It's good business!

A Message From the Chairman



A TRUCK tongue dropped on a Highway Commission employee and sprained his back. An axe slipped and cut another's foot. Truck doors slammed on several hands, mashing thumbs and fingers. And a piece of steel flew into somebody's eye.

These are the types of accidents our men have as they clear the land, build roads, erect bridges and keep our vast highway system in good shape. Commonplace, perhaps, and you might say such accidents are to be expected in our line of work. It's true that building and maintaining highways isn't the safest job in the world. It's equally true that our accident rate could be reduced with a little more care, a little more regard for safety. And all of us would be the better for it.

Accidents cost. They cost lives and limbs, and they exact their toll in pain. They cost money in equipment and doctors' bills. They cost much in time, in days lost from a fast-moving, highly essential job that needs every man doing his part every day.

In the first six months of this year, accidents involving our men totaled 1,002. They resulted in 553 minor injuries and 148 lost-time injuries. Days of work lost because of injuries added up to 2,562. That's a heavy toll. In addition, the direct cost of patching personal injuries was $18,132, and the cost of repairing or replacing equipment damaged in accidents totaled $51,205.

Many of these accidents could have been prevented. In June, for example, the two main causes of equipment accidents for which our men were responsible were carelessness and backing without looking. It's simple to look — and be sure — before backing a vehicle. It doesn't take a genius to watch the vehicle ahead and avoid cramming into it. In our accidents with the public, we were responsible for seven more than the other fellow. Why? Are our drivers less careful than the average motorist?

It's good to note that our over-all safety picture is better than it was in the first six months of 1950. The accident frequency rate has dropped nearly three points, and the number of lost-time injuries shows a decrease from 185 in that period to 148 in the first six months of this year. That's a good and hopeful sign.

But accidents involving our equipment rose from 249 to 301, and minor injuries increased from 492 to 553. Of course, this year we are employing more people, doing more work. But it's safe to say that our safety record could be improved considerably if all of us would THINK SAFETY and ACT SAFELY as we go about our daily tasks.

There is no dependable short course in safety. It's a matter of drumming safety into the hearts and minds of our men day after day, year after year. Supervisors in every field can be a big help. A word for safety from them each day would aid immensely in keeping our field forces safety-minded.

We need to take a tighter grip on that truck tongue and that axe. We need to see where we're backing. Above all, we need to see where we are going in this vital matter of safety. Let's go forward safely!

Cordially,

Harry Gardner

Prison Medical Care Praised After Survey

Hospital Expert Finds Good Job Being Done By Prison Medical Personnel But Proposes Improvements In Facilities And Procedure

INMATES of the North Carolina prison system get good medical and surgical care, and the work of the prison hospitals compares favorably with results obtained in non-prison hospitals.

This conclusion is contained in a report prepared by Dr. J. B. Whittington of Winston-Salem after he had made an exhaustive medical survey in the prison system.

Dr. Whittington, who operates a hospital survey and consultation service, said he was "surprised to find the high class of personnel" operating the prison system's medical care program. Dr. Whittington has had a distinguished career in general practice and surgery and as a hospital administrator at Winston-Salem. He started the prison system survey late last year.

He made a number of recommendations for improving the prison medical set-up. Some of his recommendations already have been included in the $1,120,500 improvement program recently authorized for the prison system by Governor Scott to be financed by surplus highway funds.

"There is much room for improvement," commented the report, "but with the present attitude of the administration now in authority, of wanting the sunlight turned on the weak places, many of our faults will disappear."

Dr. Whittington found fault with the housing and nursing of tubercular prisoners at the state sanatorium at McCain. The building housing such prisoners, he said, "should be condemned as unfit for human habitation."

"I was unable to find out who the building really belongs to," said the report. "The sanatorium says it belongs to the Prison Department and the Prison Department says it belongs to the sanatorium. As a result of this, nobody seems to take the responsibility of seeing that it is maintained in proper order.

Consequently, Dr. Whittington recommended that special facilities for treating tubercular prisoners be erected at or near Central Prison hospital in Raleigh "unless the tuberculosis sanatorium at McCain assumes full responsibility for housing and treating these patients."

He also recommended that a committee be appointed to consider the erection of an annex to the Central Prison hospital for female prisoners who are seriously ill and must be kept in bed for medical and surgical reasons.

With regard to the present Woman's Prison hospital at Raleigh, he proposed that an operating room be constructed as an addition to the hospital and that the present operating room be made into an examining room.

In making the survey, Dr. Whittington visited the two prison hospitals in Raleigh, the McCain Sanatorium, the State Hospitals for mental patients at Raleigh and Goldsboro, the Caledonia and Cary prison farms, and 56 prison road camps scattered through the 10 highway divisions.

He said he found prisoners in North Carolina receiving "better medical and surgical care than the same class of individual would receive were he not a prisoner." Continuing, the report said:

"After visiting some other state prison hospitals and one Federal prison hospital, I am convinced that we in North Carolina at the present time are giving our population as good, if not better, care than they. There are some few exceptions to this rule, but in my judgment those can be remedied with little effort and small expense . . .

"Compared with non-prison hospitals, the results are good; and, compared with other penal institutions I have visited in other states, the results are execellent. I have also visited the Federal prison hospital in Atlanta, and we compare very favorably in the quality of work done."

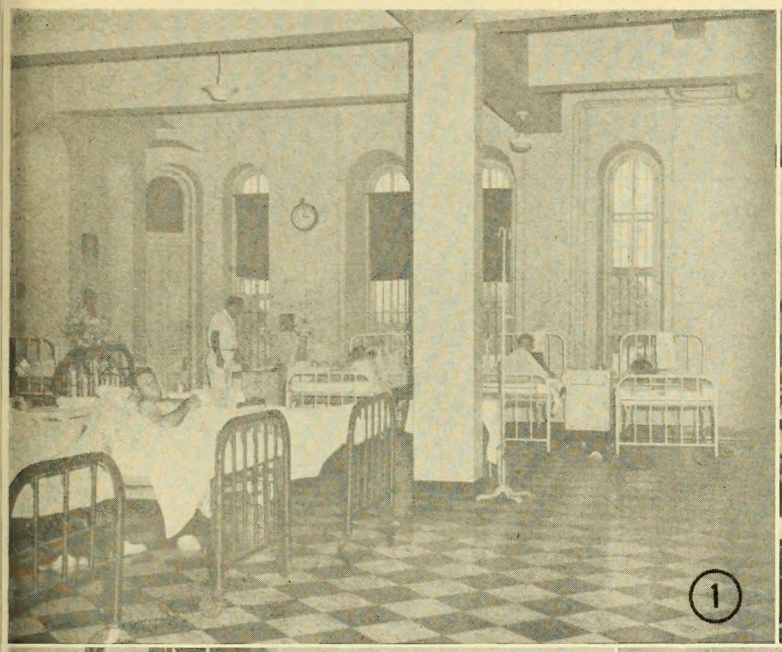
Dr. Whittington found that in 1950 there were only 33 deaths in the North Carolina prison system. "With around 9,000 population, the death rate was 3.9 per thousand," the report explained. "During the same period of time the rate for the gen-

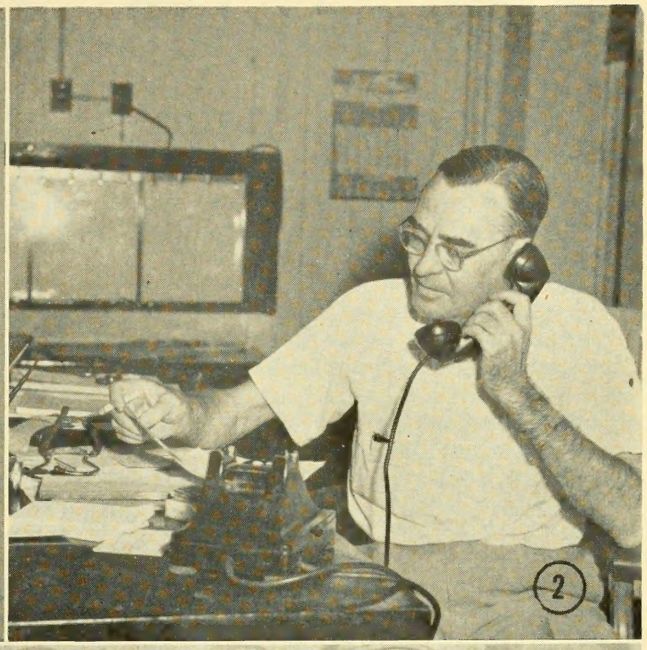
Recommendations for Road Camps

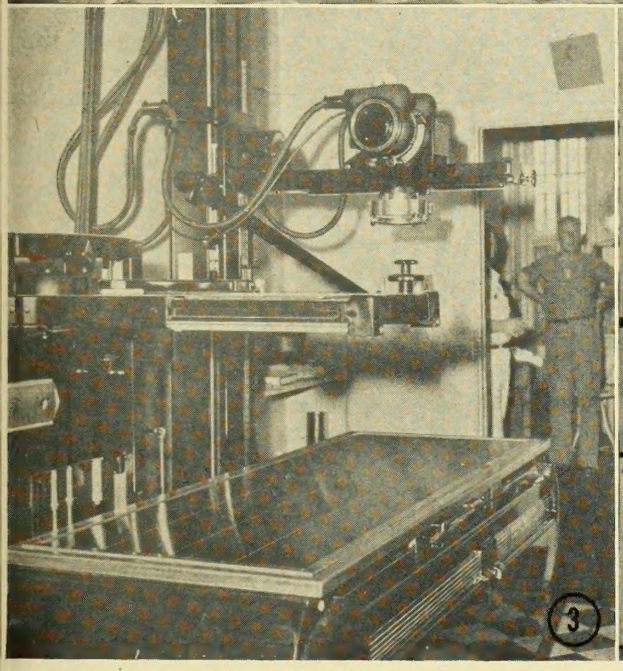
Some of Dr. Whittington's recommendations for improving sanitation and medical care in prison road camps can be put into effect without too much expenditure of time, labor or money. These include proposals that road camps:

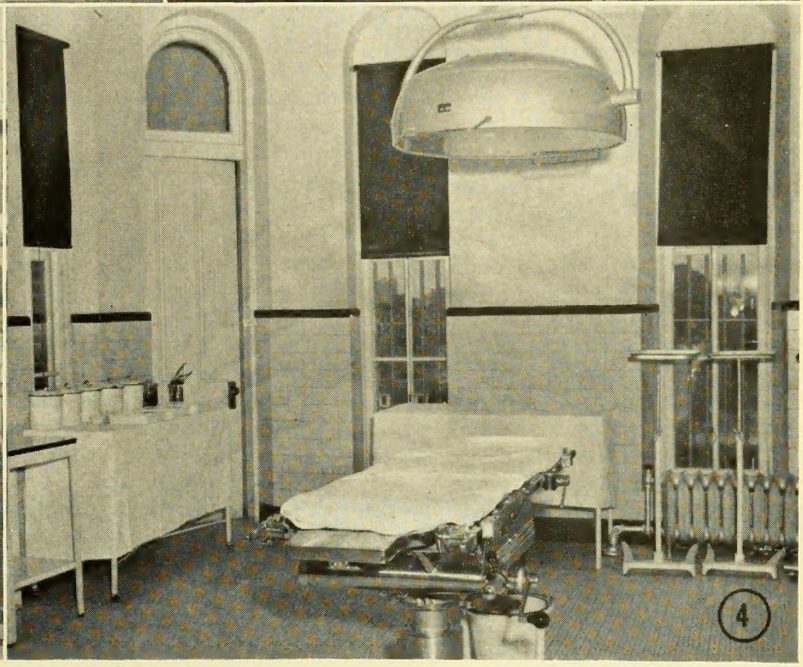
1. Be kept in cleaner condition, especially cell blocks.
2. Install oil burners in kitchen ranges where coal now is used.
3. Cover all dining room tables with linoleum.
4. Use galvanized metal cans of appropriate size, arranged on a platform, instead of built-in wooden bins for sugar, coffee, beans, etc.
5. Keep accurate records of all medical treatment given individual prisoners, no matter how minor the complaint.
6. Install a doctor's examining room and a sick room separate from the cell block to be used for no purposes other than examining and treating prisoners.
7. Keep a register in each camp for the physician to sign on each visit, giving the number of new prisoners examined and the number of old prisoners treated.
8. Keep bunks in the cell blocks at least 30 inches apart.
9. Arrange for a sanitary inspection by the County Health Department at least once each year.
10. Clean slatted bottoms of refrigerators more often and keep thermometers in all refrigerators.
11. Use wire baskets in which to place dishes for sterilization.
12. Modernize plumbing in camp kitchens, with installation of two-compartment sinks in those camps that don't have them.

Central Prison Hospital Rolls Up Good Record









The hospital at Central Prison in Raleigh is one of the few hospitals to hold membership in the American Hospital Association. In his report, Dr. Whittington said: "While the building is old and certainly not arranged for modern hospital procedures, it most assuredly is being used to the best advantage. It is also being kept in good sanitary condition, and the work being done is of a high order. From my observation and looking at the records, which are good, I think the patients receive excellent care."

Photos above show: (1) A view of one of the wards; (2) Dr. W. G. Cheves, medical director; (3) The X-ray room; (4) The operating room.

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eral population in the United States was 9.3 per thousand. In other words, three times as many people died outside of prison per thousand as died within."

He found this comparison particularly good, as far as prison medicine is concerned, because of the class of society involved and the concentration of people in a small area.

Dr. Whittington recommended that the road camps, which send ill convicts to the Central Prison hospital, install better facilities for medical care. He proposed that each camp have an examining room for the camp physician and an adjoining sick room for ill convicts to be used for no other purpose. These improvements are contained in the program recently authorized by Governor Scott.

Also included in the program is the building of individual cells for sex perverts and other prisoners who should not be confined with fellow-convicts. This also was recommended by Dr. Whittington.

Noting that there is a wealth of clinical material at Central Prison hospital, he proposed that the prison medical director and the dean of the Medical School at Chapel Hill work out an affiliated program whereby such material might be used for teaching purposes. He added that the

(Continued on page 16)

A Progress Report On The Secondary Program

Two-thirds Rural Program Completed; Jordan Lauds Department's Teamwork

NORTH CAROLINA's pace-setting $200,000,000 rural road bond issue program soared to its two-thirds completion mark this summer. The Highway Commission had accomplished roughly 68 per cent or 8,190 miles of the 12,000-mile paving goal set by the Governor back in 1949.

And during the two and one-half years since the program started in January, 1949, Commissioners and Engineers traversed thousands of miles of county roads selecting and inspecting roads for pavement under the program; draftsmen used reams of paper to put the road down in civil engineering fashion; and Chief Engineer W. H. Rogers, Jr. and Assistant L. W. Payne talked themselves hoarse reading the bond offerings to contractors during the monthly and sometimes twice-monthly lettings.

Pointing to the phenomenal progress, Chairman Henry W. Jordan said, "I am proud of the record our Highway Department has made. Working as a team we have more than met the challenge placed before us two and one-half years ago."

Division-wise, the cumulative secondary road paving figures shaped up as shown in the chart on this page. George Coble's and T. G. Poindexter's mid-state Sixth Division led the parade in amount of paving accomplished. Drawing second high honors was M. Otis Poole's and M. E. Beatty's Seventh Division encompassing the territory around Charlotte, Concord and Albemarle.

At least 11 counties passed their projected paving goals under the fast-moving program—Johnston, Wayne, Davidson, Harnett, Hoke, Moore, Robeson, Scotland, Anson, Montgomery and Richmond.

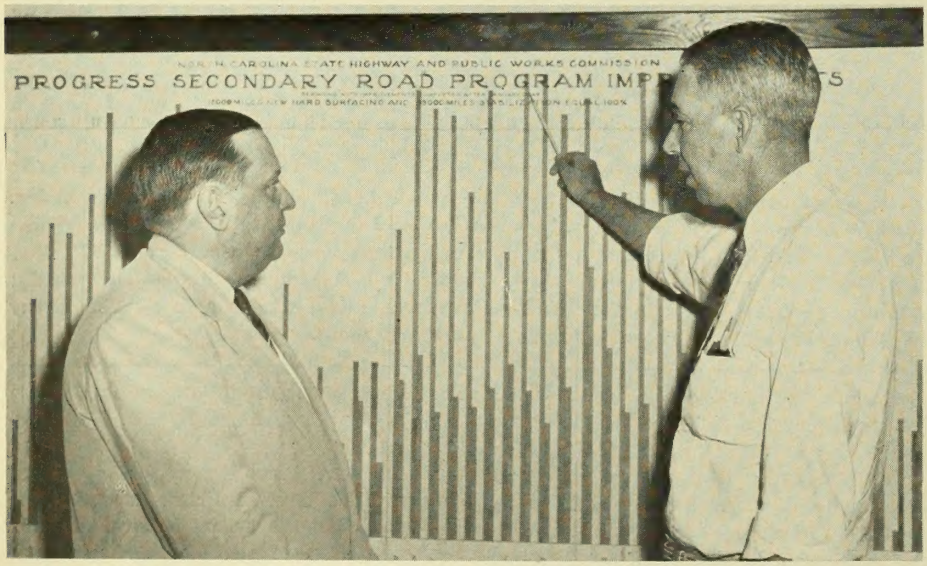
The first six months of 1951 showed a paving spurt of 1,774 miles—from the 5,811 miles accomplished by December 31, 1950 to 7,585 at the end of June, 1951.

DIVISION ROUNDUP ON WORK ACCOMPLISHED *

Division	To Dec. 31, 1950 Hard-Surfaced	To Dec. 31, 1950 Stabilized	To July 31, 1951 Hard-Surfaced **	To June 30, 1951 Stabilized
First	477.4	715.2	742.5	905.9
Second	557.8	670.7	806.0	938.3
Third	736.1	443.0	965.9	472.7
Fourth	757.3	910.1	1034.6	1144.5
Fifth	338.7	550.5	559.1	624.9
Sixth	943.8	1119.8	1392.7	1379.7
Seventh	886.8	1138.8	1208.3	1543.5
Eighth	301.8	1128.3	453.3	1357.1
Ninth	490.4	1071.3	652.3	1368.4
Tenth	321.3	875.8	376.0	960.9
TOTALS	5811.4	8623.5	8190.7	10695.9

* Miles of work done since program started on January 1, 1949.

** Hard-surface figures official to June 30, 1951. July figures added are approximate.



Commissioner George S. Coble and Engineer T. G. Poindexter, above, are the guiding lights in the Sixth Highway Division, which is leading all other divisions in amount of work completed under the $200,000,000 bond program. They appear inspecting the progress chart located at the Raleigh headquarters.

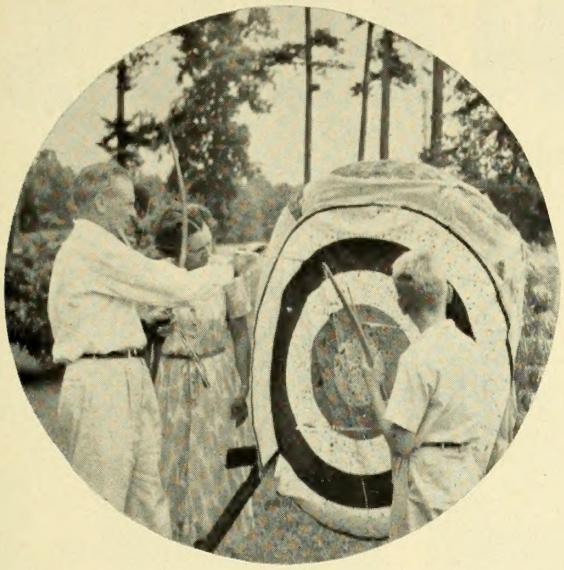
Stabilization work under the program was 30 per cent completed and the Sixth and Seventh divisions also took the lead here.

The tremendous amount of road work done in North Carolina also showed up in fiscal year-end figures. The bond program was a big reason why the state spent a record-breaking total of $154,146,630 on road construction and maintenance activities during the fiscal year ending June 30. The one cent per gallon gasoline tax authorized in the bond election resulted in collections totaling $9,508,062 during the last fiscal year.

Funds actually expended under the bond program as of July 31, 1951, totaled $100,447,939. An additional $67,529,457 is the unallotted balance to be used on specific road projects.

The tremendous spending on secondary roads in North Carolina put it third in the nation in amount of money spent on roads in 1950. Only New York and Pennsylvania were ahead of the Tar Heel state. North Carolina topped all states in number of miles of new paving added during 1950.

As the final phase of the secondary road program approaches, Highway Commission employees take just pride in the work accomplished but look ahead to more careful road selection problems and increased maintenance work. However, a team which had pulled together to reach the two-thirds point could look to future work with confidence.



Archery is a favorite sport in Fifth Division Commissioner James A. Barnwell's family. The spacious grounds surrounding the family's country home near Burlington are ideal for following this activity. In the above photo, Commissioner Barnwell inspects his shots while his wife and 11-year-old son, Jim, Jr., look on. Dorothy, their daughter, was away at camp when the picture was taken.

James Barnwell Is Well-Known Business Man In His Locality

IN THE 47 years of his life, Fifth Division Highway Commissioner James Alexander Barnwell of Burlington has managed to make an outstanding business name for himself in the populous and industrial area he supervises. His ability to judge people and to determine efficient methods of handling problems, gained during years of wrestling with his own business enterprises, stand him in good stead in working out the knotty highway problems of North Carolina's congested Piedmont section.

A native of Pleasant Grove in Alamance County born on August 5, 1904, Jim Barnwell was the youngest son of A. C. and Betty Anderson Barnwell. He received his elementary and high school education at the Pleasant Grove schools and went on to the University of North Carolina for a four-year course in commerce.

Immediately, young Barnwell took his first step toward establishing his business reputation. In 1929 he went to the textile center of Burlington to go into business with his brother, R. W., in the formation of the Barnwell Warehouse and Brokerage Company. The organization operated as a storage textile house for a year and was reformed in 1930 to become what was later known as Barnwell Brothers, Inc., a trucking company which shipped between the South and New York City.

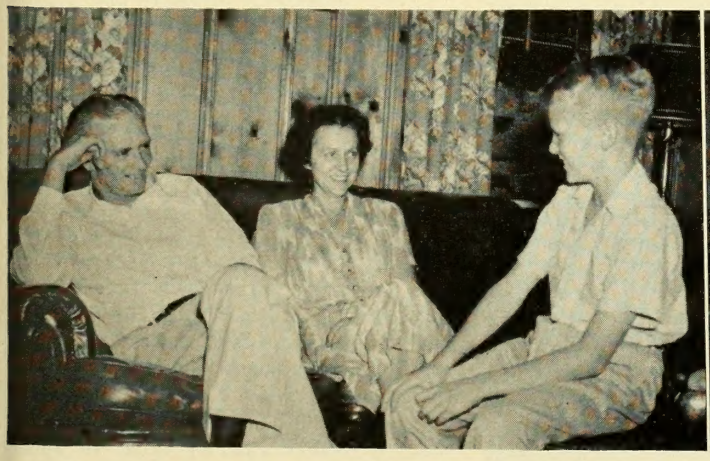
Barnwell himself at that time set up a historical record. On June 23, 1930 he drove the first truck load of textiles shipped out of the South into New York. And Barnwell adds, "I had never before that time been further north than Henderson!"

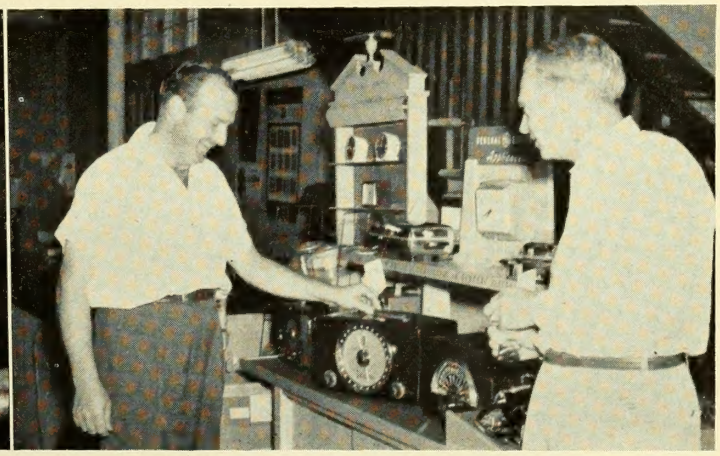
The Barnwell Brothers partnership continued for 12 years and the organization which had set up in business with only one truck ended its existence with 375 trucks to its credit. Barnwell recalls those early, trying days vividly and says, "I burned a lot of midnight oil in those days." His wife declares that often she did not see her husband for two and three days at a time.

In 1942 Barnwell Brothers, Inc., merged with six other companies to become Associated Transport, Inc., now the largest motor freight line in the world. Barnwell was immediately transferred to the organization's main office in New York, but his affiliation there lasted only six months. Barnwell says, "I had too much tar on my heels to stay away from North Carolina for very long."

He then returned to Burlington where he was placed in charge of maintenance for the Southern division and also supervised Brown Equipment and Manufacturing Company which made tractors and trailers, then a subsidiary of the

(Continued on page 17)

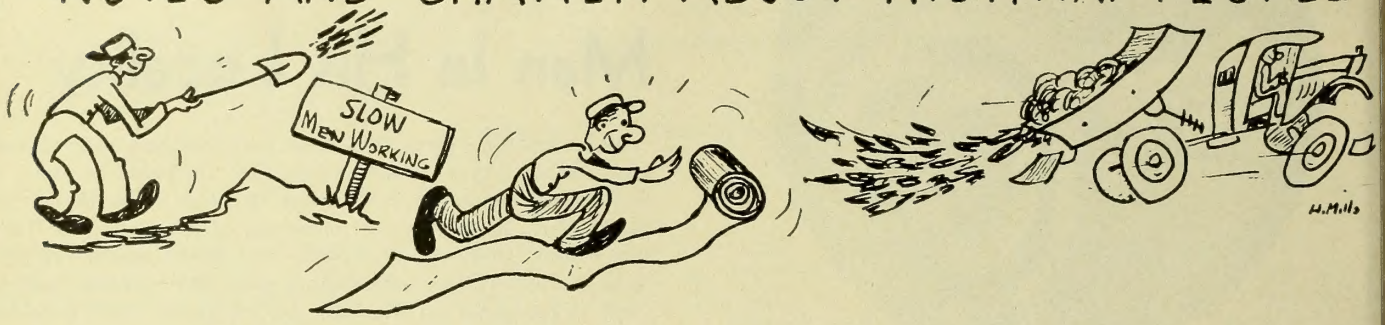




In the photograph to the left, the Barnwell family "sits this one out" in the den of their home where they spend many hours watching television. Right photograph shows the Commissioner checking over sales items with an employee in the Burlington Tire Sales store which he owns. The Commissioner also has various other business interests.

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



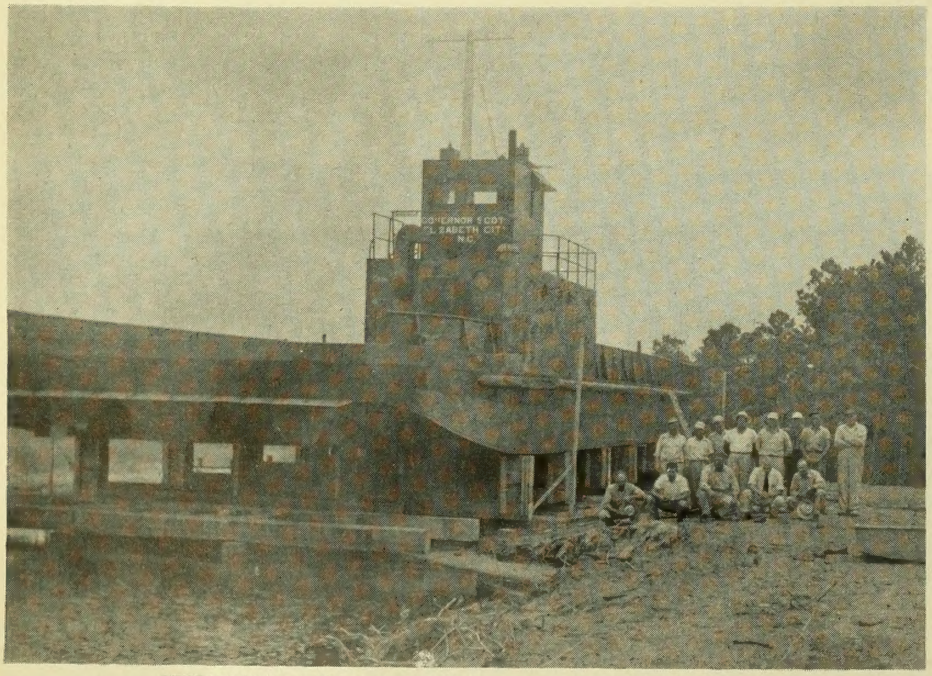
DIVISION ONE

FERRYBOAT WORK doesn't all come during the busy summer months . . . The First Division recently completed the construction of a new shipyard near Manteo (see accompanying photo) where repairmen will work during off seasons to keep North Carolina's six ferries in the area in operating form . . . Formerly commercial shipyards did repair work for the Commission. . . . Located on Spencer Creek in Dare County one and one-half miles south of Manns Harbor, the new yard is designed for a capacity of 300 tons gross and work is currently under way for the construction of a concrete block machine and repair shop.

CONSTRUCTION WORK was handled by bridge maintenance forces under the direction of *Jim Twiford, Ferry Superintendent J. F. Wilson* and *District Engineer G. K. Mack.*

HERE'S an example of how deftly work is handled at the new yard . . . Repair work on "The Governor Scott" was accomplished recently in just two and one-half working days as compared to the four or five days required by a commercial shipyard . . . What's more, cost of the work was $352, a saving of some $500.

COMING IN FOR REPAIRS at the yard will be the three converted LCT'S used for full duty during the summer, two smaller wooden boats designed for the Oregon Inlet run and one spare wooden boat used in emergencies at Alligator River, Croatan Sound and Oregon Inlet.



SHIPYARD NEAR MANTEO . . . A NEW ADDITION

DIVISION TWO

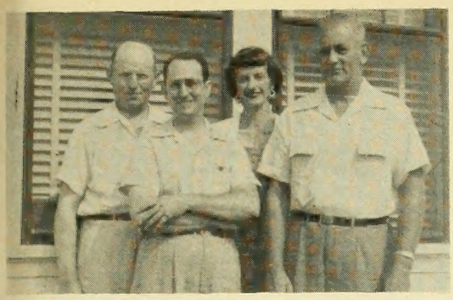
TWO MEMBERS of the Tyree family work for the Highway Commission in District Three at Kinston . . . *J. S. Tyree, Sr.*, is supervisory foreman in the district and has a work record of 20 years . . . His son and namesake is a section foreman helper who has been with the Commission since 1948. . . The two are shown in the accompanying photograph.

GOOD-BYES were said recently to two Second Division employees . . . *Office Engineer Charles W. Snell, Jr.*, in the division office, was recalled to the Marine Corps and reported to Camp Lejeune . . . He holds a commission as First Lieutenant . . . *Mrs. Glennie Allen Casey*, secretary in the District Three office, resigned in July . . . *Mrs. Mildred Waterman* took her place temporarily.

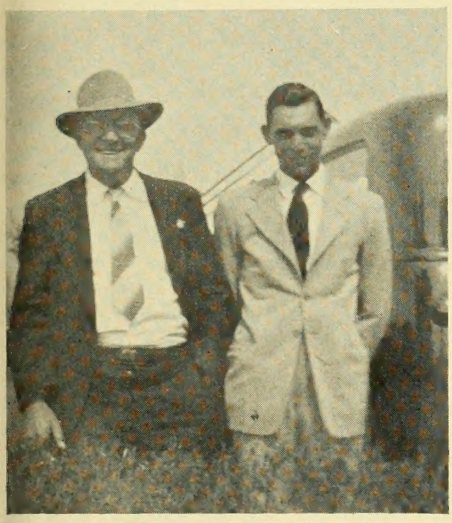
MR. AND MRS. EARL WILSON are new parents . . . Their new arrival, a son, was born on July 17 at the Kafer Memorial Hospital in New Bern . . . Mr. Wilson is a bridge tender at New Bern.

JULY 1 was the retiring date for *Cap'n Samuel Mack Dudley of* Jacksonville . . . The well-known highway employee used the occasion of his retirement to recall that a "lot of water had gone over the dam" in the 30 years of his connection with the Commission . . . In 1921 when he joined the Commission forces as maintenance supervisor for Onslow, Pender and New Hanover counties he said there were only two paved roads in the area, one leading from Wilmington to the vicinity of Scott's Mill and another from Wilmington to Castle Hayne bridge . . . In comparison when he started sick leave a year ago there were some 400 miles of road in Onslow and 200 miles in Jones County.

SYMPATHY is extended to *J. A. Brewer* in the death of his wife on June 29 and



NEW OFFICERS . . . THE SECOND



TYREES . . . FATHER, SON

to *R. L. Marshburn* in the death of his wife on June 23.

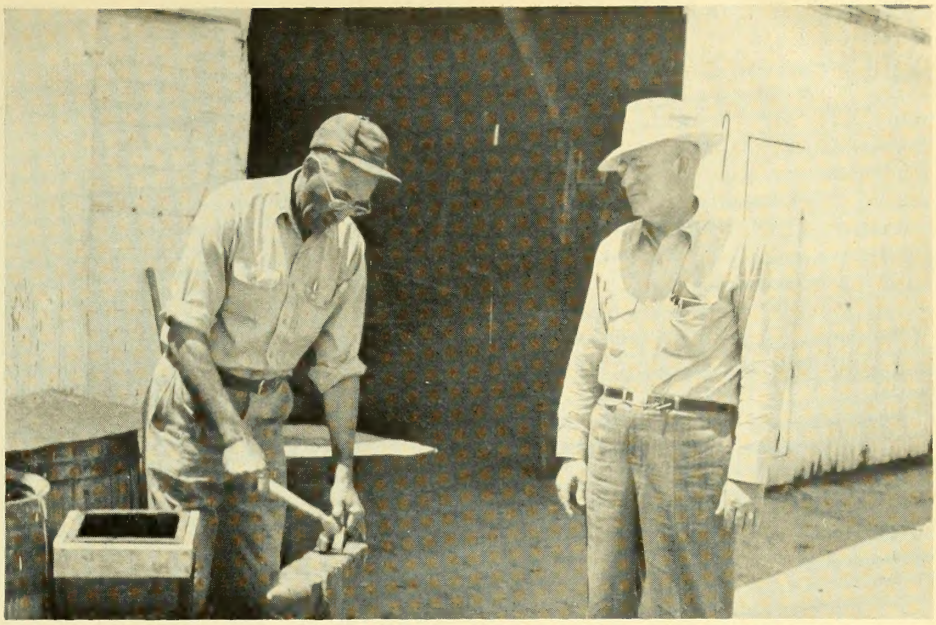
NEW HIGHWAY ASSOCIATION officers appear in the photograph on this page . . . They are *J. L. McDonald*, unit chairman; *J. G. Gibbs*, vice-chairman; *E. D. Credle*, secretary; and *Ann Askew*, assistant secretary . . . The election of officers was held during an annual business session at Respess-James in Greenville . . . Retiring officers received a rising vote of thanks.

DIVISION THREE

THAT SMILING GROUP of men who appear in the accompanying photograph consists of Third Division employees enjoying a recent employee association supper meeting . . . The picture speaks for itself to the effect that the meal was enjoyed by all.

AT AN ASSOCIATION meeting held in Whiteville recently, new officers were elected for the coming year . . . They are *C. E. Land*, chairman; *T. P. O'Berry*, vice-chairman; and *C. R. Williams*, secretary-treasurer . . . The approximately 125 members present enjoyed a "chicken bog" supper . . . *Withers Davis* and *C. E. Brown* spoke briefly at the meeting.

EMPLOYEES of the District Two office are shown in the picture on this page standing in front of their newly-completed



BOYKIN AND CARROLL . . . LONG-TIME ASSOCIATES

office quarters . . . Left to right are *W. A. Mahoney*, prison superintendent; *F. A. Jennings*, district mechanic; *C. R. Roberts*, road maintenance supervisor; *Elizabeth L. Tate*, secretary; *E. L. Green*, district engineer; *C. E. Land*, highway engineer; and *D. W. Taylor*, bridge supervisor . . . *Resident Engineer J. C. Parkin* was not present for the photo . . . The building is located near Prison Camp 303 and the district garage.

BARBECUE was the fare for another association dinner held in the division . . . Fifty members of the Bladen County chapter met during the supper meeting to elect the following new officers: *E. M. Cain*, chairman; *A. K. Ivey*, vice-chairman; *H. J. Alford*, secretary-treasurer.

TWO LONG-TIME associated employees appear in the photograph on this page . . . On the left is *Duncan Boykin* who has worked with roads in Sampson County since 1913 and came with the Commission in 1931 . . . Man on the right is *T. T. "Thad" Carroll*, maintenance supervisor whose work in the county also dates back to 1913 . . . The two men have worked together the entire 38 intervening years . . . Duncan drove the first truck which



ASSOCIATION MEET . . . THIRD

came into the country and now is the handy man for the district . . . Carroll's first work in the county was guarding prisoners in road work.



NEW DISTRICT OFFICE . . . JUST COMPLETED

ON THE THIRD DIVISION sick list were: *O. J. Inman* who underwent a throat operation; *Field Mechanic L. L. Tripp; T. D. Johnson* and *Ernest Sutton* who were both ill with mumps; and *Homer Smith*, maintenance employee in Bladen County, who underwent an operation at Duke Hospital.

TWO BLADEN COUNTY employees recently resigned to go to North Africa with the Atlas Corporation . . . They are *J. A. Johnson*, section foreman in the Maintenance Department, and *Roy Cain*, inspector with the Construction Department.

FREEMAN HEWETT of the Maintenance Department recently married *Ouida Mae Hewett.*

SYMPATHY is extended to *R. C. Phelps* in the death of his sister and to *Burnice McDowell* in the death of his father.

DIVISION FOUR

THE FOURTH DIVISION reports two employees on the newly wed list . . . One couple, shown in the photograph on this page, is *Mr. and Mrs. Lonnie A. Grant, Jr.* married several months ago . . . Mrs. Grant was Estelle Anthony before her marriage . . . Another newly married employee is *R. H. Denton*, road oil employee.

SUMMER VACATIONISTS in the division include *C. E. Moore* of the Soils Laboratory and his family who visited the beach, *Superintendent E. E. Twisdale* of the Wilson County Prison Camp who went to Maryland and *Prison Guard Tom Jones.*

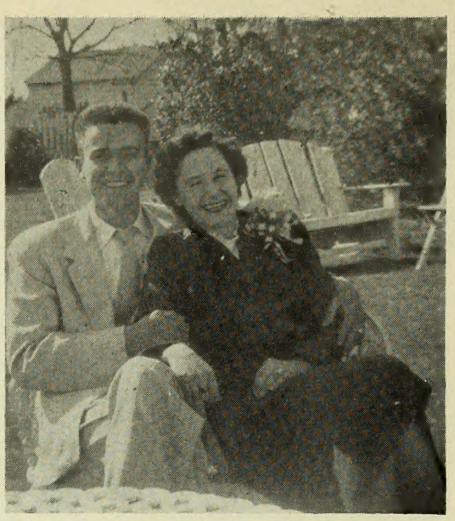
ERVIN PAGE of the Soils Laboratory probably took many vacation trips this summer also . . . He is owner of a new Buick convertible.

CONGRATULATIONS to *Mr. and Mrs. O. R. Barbour* on the birth of a son and to *Mr. and Mrs. D. H. Hancock* on the birth of a son, *Patrick.*

THE LOCAL employee association held a recent meeting at Parker's Barbecue to elect delegates to the convention . . . In another part of the division, Wayne County Prison Camp was the location for a safety meeting in July . . . Talks were made by *Division Mechanic George Brinkley* and *District Engineers Ivan Hardesty* and *R. W. Dawson.*

NORTH CAROLINA ROADWAYS extends sympathy to *Charlie Croom* of the Construction Department in the loss of his wife, to *Jarvis Lindsey* in the death of his son, *Ralph*, and to the family of *W. B. Capps*, division shop, who died recently.

THE WILSON HEADQUARTERS office sports a new paint job both on the interior and exterior.



LONNIE GRANTS . . . NEWLY WEDS

ASSISTANT DIVISION ENGINEER EARL CRUMP was confined to the hospital for six days during the summer.

TWO EMPLOYEES recently left the Commission forces . . . *W. L. Lamm*, road oil employee, retired this summer and now farms . . . *Mrs. Hester Tyson* resigned to accept employment with Miller Tobacco Company . . . She was a secretary in the division office.

DIVISION FIVE

THE MASSIVE roller-coaster-looking structure which appears in the accompanying photograph is the stone crusher at the Fifth's Ivy Bluff Quarry in Caswell County . . . The division proudly reports that during 1950 the quarry produced approximately 200,000 tons of stone . . . An even greater amount is expected during the current year.

THIRD DISTRICT Sign Shop employees now enjoy new quarters . . . A modern Sign Shop in all respects, the main building consists of concrete block construction 120 x 36 feet and has work sheds and lumber storage space . . . *L. H. Wilson* is sign supervisor.

SYMPATHY is extended to the family of *Simon Warlick* who died recently in a Charlotte hospital.

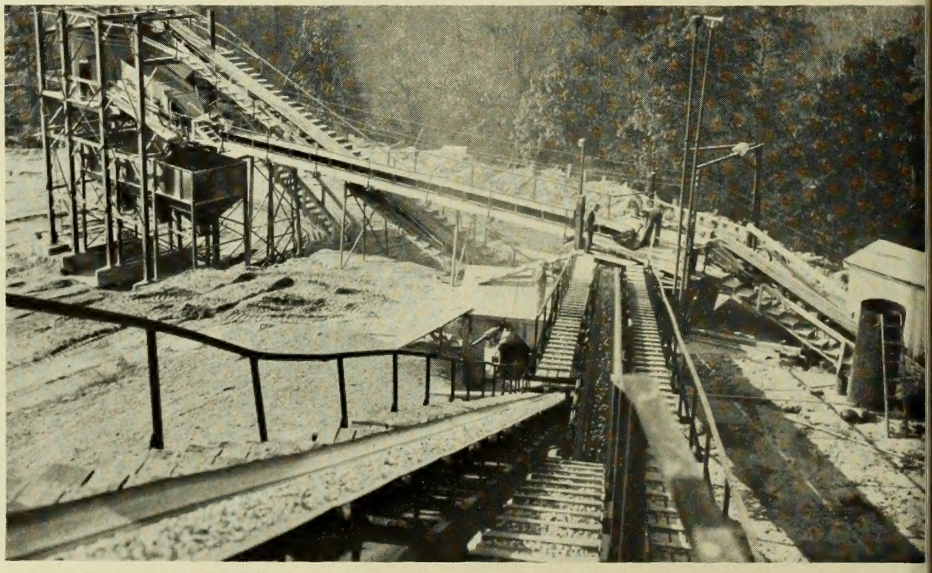
KIRK DUNCAN, maintenance supervisor in Durham County, is considered an old man now, so say his fellow employees . . . Reason for this new designation is because he recently became a grandfather . . . He still isn't too old however, to enjoy fishing . . . Another fisherman in the division is *Kyle Jones* maintenance supervisor in Person, who reports good luck fly fishing.

ROY BEARD, maintenance supervisor in Granville, looks back on two big events in his life recently . . . One was the marriage of his daughter in June . . . The other—he finally moved into his new home.

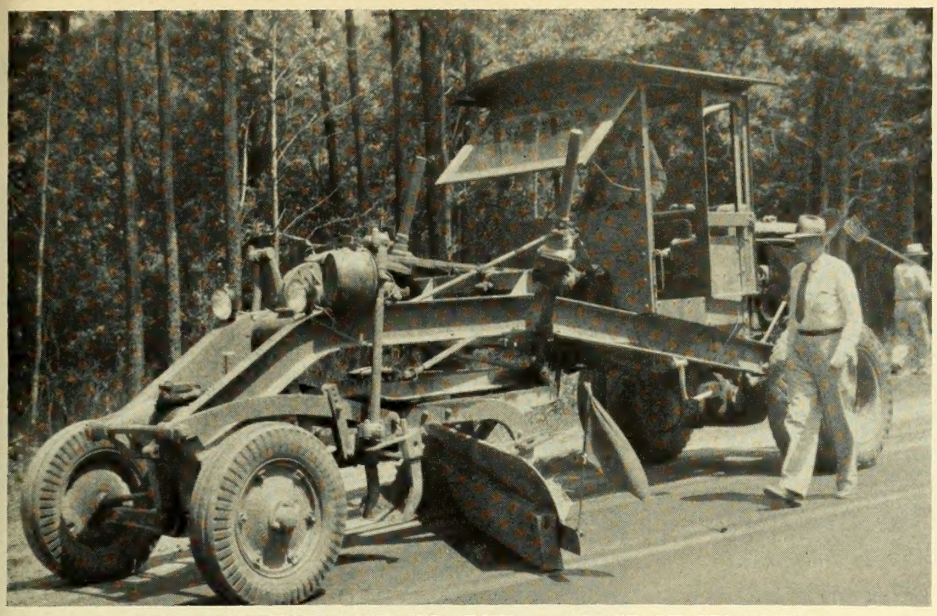
ROAD MAINTENANCE SUPERVISOR R. S. THOMAS was a recent traveler to Richmond, Virginia, and Palmyra.

ELI WELCH, JR., son of *Gang Foreman Eli Welch* in Guilford County, won the blue ribbon at the Kernersville Horse Show and also at the High Point Centennial Show with a pair of fine mules . . . Reports are that he met plenty of competition at both shows.

MRS. ANN LEE of Durham replaces *Mrs. W. E. Bankhead* as secretary to *Right-of-Way Engineer M. T. Atkins* in the Durham office. Mrs. Bankhead moved to Carolina Beach . . . *George Hogan* is new resident engineer at Oxford replacing *Walter G. Shull* . . . *Bill Walker*, who worked in Roxboro with *Resident Engineer C. C. Painter*, resigned from the



CASWELL'S IVY BLUFF QUARRY . . . A PRODUCER



ROY McKEITHAN AND GRADER . . . LAST OF ITS KIND

Highway Commission to join the State Highway Patrol.

TRUCK DRIVER ED SATTERFIELD is the oldest man working for the Commission in the First District . . . He is 65 years old and wishes to continue working for the state.

REPORTS RUN that *B. F. Vaughn* finally got his snake farm cleared up to where he can raise tobacco!

GANG FOREMAN GILES CRUTCHER of Granville enjoyed a recent visit from his son, *Tommie*, on furlough from the Army.

DIVISION SIX

TWO SIXTH DIVISION secretaries recently received civic honors . . . *Sara Helen Covington*, of the division office, was elected president of the Asheboro Business and Professional Women's Club . . . *Sallie F. Weaver*, of the District Two office, became treasurer of the Sanford Business and Professional Women's Club.

ROY McKEITHAN, maintenance supervisor in Robeson County, in the picture on this page walks by one of the last gasoline powered motor graders in the state . . . The photograph was taken on US 301 at the Cumberland-Robeson line while highway employees completed shoulder work.

NEW PARENTS INCLUDE: *Mr. and Mrs. Dewey G. Allen*, a daughter, *Janetta Lane*, on June 28 . . . *Mr. and Mrs. Charlie Harris* of Farmer, a daughter, *Becky Lou*, on July 15 . . . The latter father is a shovel operator in Randolph County.

CHARLIE WILLIAMS, gang foreman in Randolph County, says he now knows where all the money is . . . He recently returned from a trip to Fort Knox, Ky., where he visited his son stationed in the Army there.

CONGRATULATIONS to the three employees in the division who have 30 or more years' service with the Commission . . . They are *Jack Spruill*, district engineer of Lumberton, 32 years' service; *J. H. Myers*, section foreman of Davidson County, 32 years; and *W. H. Darden*, road oil foreman of Broadway, 30 years.

FOUR COLLEGE STUDENTS worked with the Location Department during the summer months . . . They were *Maurice Hall* and *Malcolm R. Stout* of Sanford from Chapel Hill, *Jack C. Cross* of Arkansas from State College and *Mark A. Reid* of New York from State College . . . *Elizabeth Williams*, daughter of *Charlie Williams*, also worked in the division office during the summer.

MRS. ESTHER PHILLIPS of Asheboro is new stenographer in the division office replacing *Mrs. Ruth Sheptock*, resigned.

SUMMER VACATIONISTS included *Claude Marley*, clerk in the division shop, who spent a week in Florida; and *Edwin McGrath*, welder in Asheboro, who traveled to Boston.

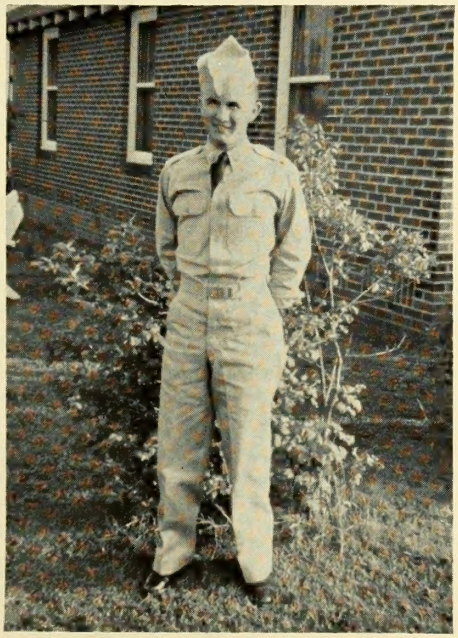
C. B. CLARK, mechanic at Lumberton, and *J. V. Swann*, mechanic in Siler City, have been confined to their homes because of illnesses.

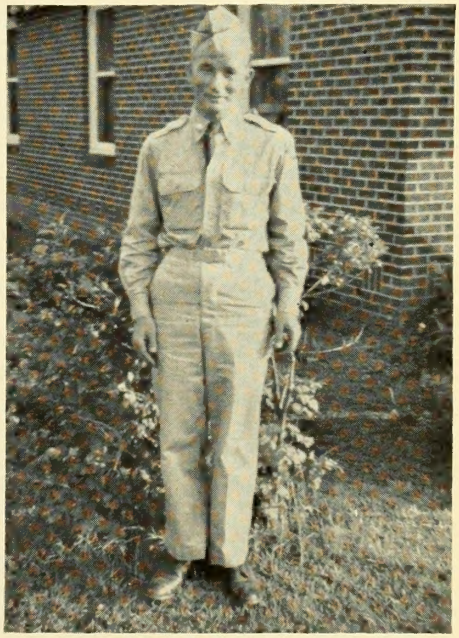
THE ANNUAL unit meeting held in Sanford recently elected the following to offices in the employees' association: *C. B. Wicker*, chairman; *R. B. Allen*, vice-chairman; *W. H. McMillian*, secretary-treasurer.

MERRILL W. HALL, son of *District Engineer John G. Hall* of Asheboro, married *Miss Rosalie Auman* of Seagrove in July . . . The couple was married in New York at the Little Church Around the Corner.

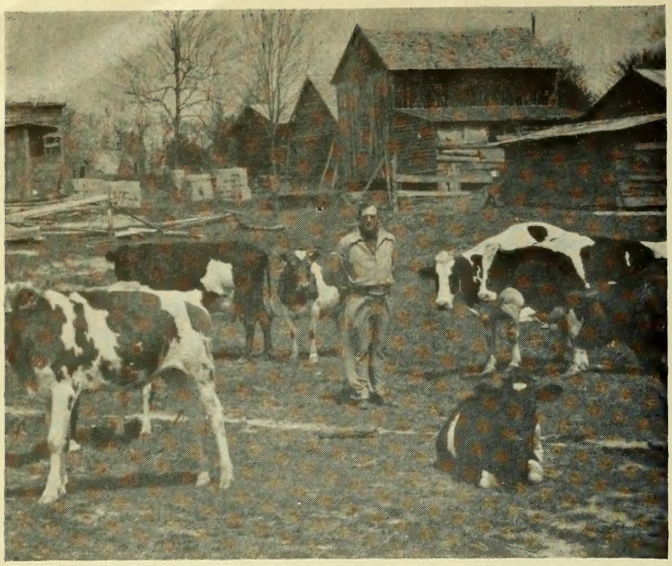
SUPERINTENDENT C. M. JACKSON of the Moore County Prison Camp reports that his men are canning from 1,200 to 1,800 gallon cans of peaches every day . . . They also can tomatoes, peas and other vegetables.

THE LARGE 30 x 42 rock crusher located near Asheboro is in a new location now at a spot six miles east of Ramseur . . . *Superintendent Bill Dye* completed the removal in 30 days . . . He also has a new 20 x 36 crusher at Lassiter's Mill Road 20 miles west of Asheboro.





GRAHAM AND SCHENK . . . HOME ON FURLOUGH

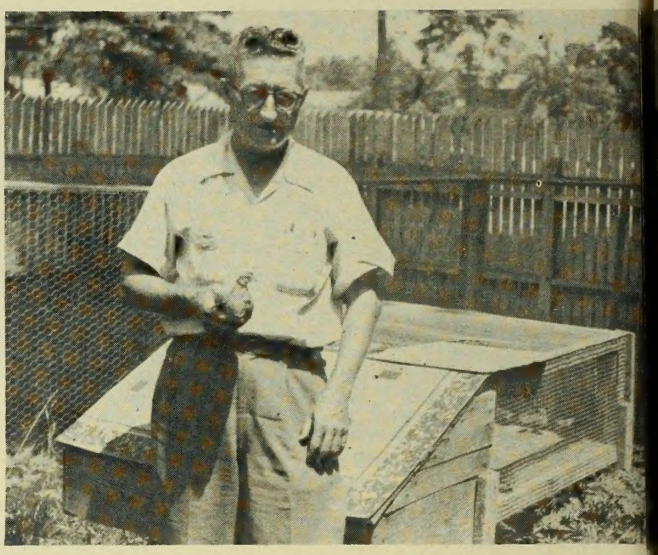


FRED BIGGERSTAFF, gang foreman in the Ninth Division, appears in the above photograph with some of the cattle he raises on his 135-acre farm. Starting in 1939 with two cows, he has parlayed his off-hours business into a 19-cow Grade A dairy.

Biggerstaff began his road work career in 1922 as a snatch team driver. In 1931 when the state took over county roads, he was made section foreman for the Commission and a year later became floating gang foreman. He became gang foreman in 1941. Biggerstaff was also instrumental in organizing the Highway Employees' Association and served as Ninth District chairman for two years.

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HIGHWA



M. C. NEWBERN, district mechanic in the First Divisi at Ahoskie, works a year ahead to supply hunting ga for himself and his friends. An ardent huntsman, Mr. Ne bern spends off hours at home raising and hatching qua After releasing them during spring months to raise cove of their own, he hunts their offspring the following wint

Mr. Newbern has called quail raising a hobby for abo six years and at the present time is hatching some "bobwhites". He has been a Highway Commission e ployee since 1931 and was located in Tarboro for 11 yea

DIVISION SEVEN

FIVE DIVISION SEVEN employees appear in the photograph on the next page at the new rock quarry in Union County. . . . On the front row, left to right, are *J.M. "Red" Kistler*, shop foreman; and *V. P. Eudy*, gang foreman . . . On the back row are *E. L. Setzer*, foreman; *P. R. McCorkle*, equipment superintendent; and *Joe Shoaf*, mechanic.

ALL UNIT SEVEN officers were re-elected at a convention held in July at Monroe . . . They are *H. M. Burgin*, chairman; *T. F. Royall*, vice-chairman; and *A. M. Buchanan*, secretary-treasurer . . . The event was held in conjunction with a barbecue supper to which many special guests were invited.

UNION COUNTY association officers were recently elected as follows: *R. G. Holden*, chairman; *S. P. Helms*, vice-chairman; *Foster Deese*, secretary-treasurer; and *Vann P. Eudy, Amzie Fincher, Will Alexander, Jake Starnes, Roy Rape, Frank Mangum, R. E. Garrison*, delegates.

MECKLENBURG employees meeting in Charlotte chose the following slate of officers: *J. F. Blythe*, chairman; *P. R. McCorkle*, vice-chairman; *E. J. Brinkley*, secretary-treasurer; and *W. A. Little, R. L. Brown, A. M. Thompson, T. O. Johnson, Boyd Ramsey, L. W. McConnell, George Linker*, delegates.

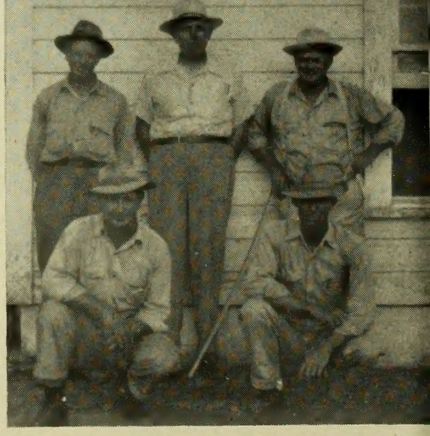
NEW OFFICERS for the Rowan County association are: *M. C. Bolick*, president; *J. A. Kennedy*, vice-president; and *E. J. Lewis, Jr.*, secretary-treasurer.

IN CABARRUS the officers are: *L. F. Dry*, chairman; *R. L. Moss*, vice-chairman; and *E. C. Shinn*, secretary-treasurer.

TWO FORMER Seventh Division employees who now serve in the Armed Forces are pictured on page nine while home on furlough . . . Picture on the left is of *Herman Graham*, formerly a motor grader operator in Rowan County, who is now stationed at Fort Bragg . . . *D. S. "Dan" Schenk* appears in the photograph to the right . . . He formerly worked with the Rowan County asphalt maintenance crew and is now stationed at Camp Polk, La.

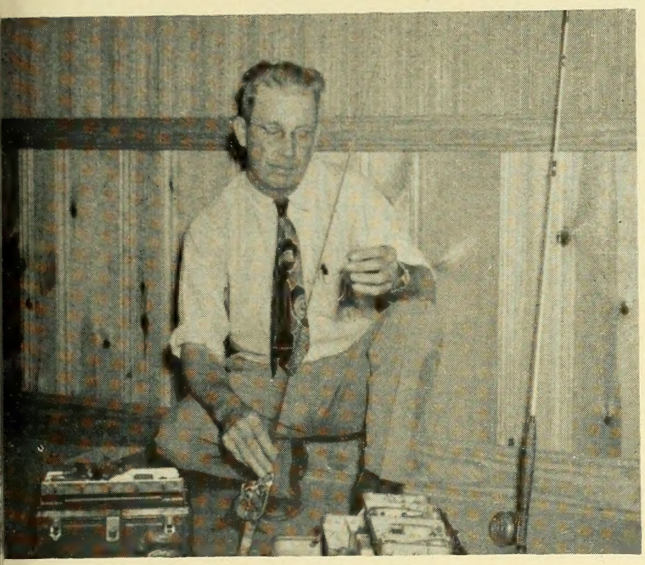
THREE SEVENTH DIVISION employees recently resigned . . . *George C. Cherry* of Charlotte resigned in June to accept other employment . . . *William Campbell*, also of Charlotte, resigned July 31 . . . *Carl A. Bowen* resigned August to accept employment with We Construction Company in Charlotte.

SPEEDY RECOVERY wishes are e tended to the following who have be on the sick list: *George C. Allen, C.*

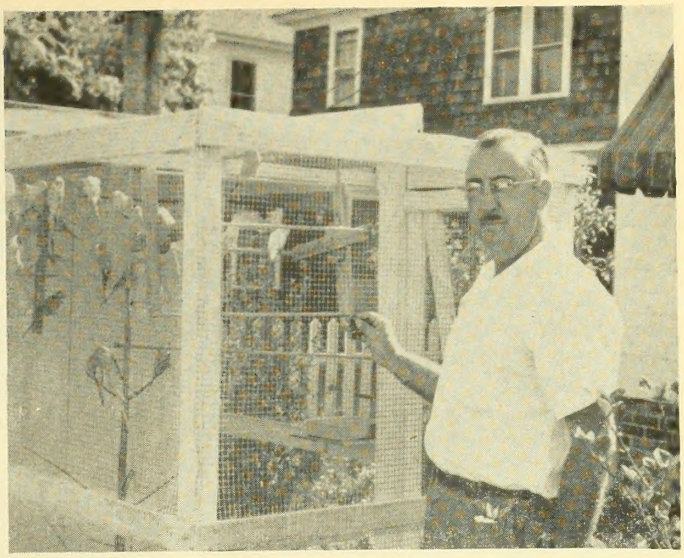


SECTION FOREMEN—LONG SERVIC

PEOPLE



GEORGE LACY COLEMAN, Third Division sign super-
or, shown above, is a champion fisherman in the Fayette-
e area. During the 1949 Wild Life Club fishing contest he
ked away with top honors for the one and three-fourths
nd red breast bream and the one and one-half pound blue
am he caught at Lake Waccamaw.
Connected with the Highway Commission since 1922,
Coleman also is an expert hunter and a handy man
h hammer and saw. Cabinets and other furniture at the
ision office are products of his handiwork.

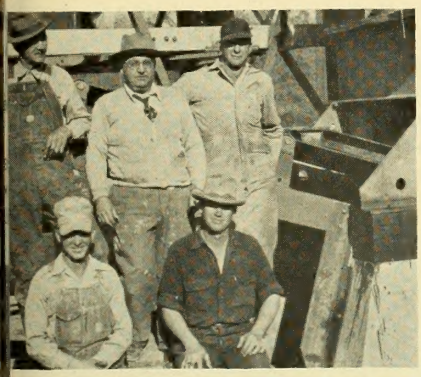


W. M. "COONIE" SMITH, instrumentman in the First Division district office at Elizabeth City, is proud owner of some 125 parrakeets, or "love birds", which he raises and breeds in specially-constructed cages in his back yard. He has been raising the birds as a hobby for nine years.

The birds, sporting their vibrant hues, make a riot of color. Those in his collection are lavender, green, yellow, white, azure blue and cobalt blue. "Coonie" has isolated one bird, "Buddy", which he is currently finger taming to talk, ride a miniature truck while waving a flag in his mouth and to do various other tricks.

Mr. Smith has been with the Commission since 1926 and has been located in the First Division during his entire tenure of service.

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VENTH MEN. . .AT ROCK QUARRY

han, F. S. Osborn, M. C. Webb, R. L.
h, G. D. Morton, E. A. McLendon,
I. Markham, C.A. Cruse, W. M. Russell,
. Phillips, D. C. Biggers, Charlie Carri-
, Mrs. Willis Tillson, Banks McKee
Fred Payne.

ACATIONISTS and their destinations
T. F. Royall (Garden City Beach),
L. Chew (Clarkton), *District Engineer*
E. Rike (Chicago attending the na-
al Elks Convention), *A. J. Harkey*
rolina Beach), *Ralph Alderman* (Caro-
lina Beach), *L. F. Dry* (Wrightsville Beach), *J. N. Bost, Jr.*, (Carolina Beach), *C. L. Rogers* (mountains), *C. L. Wilson* (home), *Mason Gibson* (beach), *W. A. Little* (Myrtle Beach), *Brooks F. Hinson* (Detroit, Mich.), *R. G. Holden* (Blackwell, S. C.), *P. R. McCorkle* (Washington and New York).

THE SEVENTH has its share of fishermen . . . They are *George Turner, Curtis King, Superintendent "Pete" Lockhart* of the Mt. Pleasant Prison Camp and *Section Foreman H. W. Love.*

FIVE SECTION FOREMEN largely responsible for the success of the road program in Rowan County appear in the accompanying photograph . . . Shown are *A. J. Harkey*, Cleveland; *C. B. Harkey*, Salisbury; *G. C. Castor*, Faith; *W. C. Kesler*, Salisbury; *W. G. Lylerly*, China Grove . . . These men also have long service records to prove they have the old know-how.

MR. AND MRS. W. D. BROCK are proud parents of a new daughter . . . This is the sixth girl with no boys in the family.

NEW HOME OWNERS in the division are *C. R. Boggs* who built on the Stokes Ferry Road and *B. D. Shoaf* who moved into his new home on Sunset Drive in Jackson Park (Rowan County).

SYMPATHY is extended to *E. J. Lewis, Jr.* in the death of his father and to *C. F. Graham* in the death of his father.

BOBBY MISENHEIMER, son of *Chester Misenheimer* of Concord, has been transferred to Las Vegas at Highland University for special work with the Air Corps.

RESIDENTS on the Beacon Light Road in Rowan County "put on a feed" for *Section Foreman C. B. Harkey* and his grading crew recently . . . The event was in appreciation for the crew's getting the road ready for surface treatment.

SECTION FOREMAN W. C. KESLER and his crew were also honored by grateful citizens . . . Residents of Providence Church community feted the group when grading on the new road was completed . . . *Division Engineer M. E. Beatty* and *District Engineer G. E. Rike* were also present.

DIVISION NINE

NORTH CAROLINA ROADWAYS has carried on a number of occasions cartoons done by *Resident Engineer P. L. Cantrell*, located at Statesville . . . We think the time is here to show readers a picture of Mr. Cantrell himself and he appears on this page with his grandson, *Jeffrey Glenn Idol.*

H. D. SMITH of Rutherfordton was honor guest recently at a surprise party given by fellow employees in celebration of his birthday . . . Present for the occasion were most of the employees in his party, *A. R. Thompson*, several officials of the Elmore Mill Company and neighbors . . . Reports didn't say which birthday Mr. Smith passed.

M. G. FEIMSTER took several days vacation recently to spend time with his sons, home on furlough from the Army.

OTHER VACATIONISTS were *Mr. and Mrs. Ben Palmer* (the Mr. is employed at the division shop in Shelby) who visited in Florida and *W. T. Harbin.*

W. T. PARKS and P. L. CANTRELL of Statesville attended the meeting of the executive committee at Valdese this summer.

FRED RADFORD is a new engineer in Rutherfordton . . . *Norman Jones*, a State College student, also worked in the city during the summer months.

AS PICTURED in the accompanying photograph, Alexander County highway employees met this summer to honor *John C. Ford*, employee who retired after 20 years' service with the Commission . . . *Foreman J. D. Bebber* is shown presenting Mr. Ford with a plague bearing a 20-year service pin and a gold watch chain . . . The event was staged at the maintenance truck shed in Taylorsville . . . Mr. Ford worked first with the Prison Department and was later transferred to the Alexander County Maintenance Department . . . He and his wife, the former *Laura Gwaltney*, have four children.

MR. AND MRS. CLYDE POSTON, JR. announce the birth of a daughter, *Juanita Warren*, on July 12 . . . Mr. Poston is located in Shelby.

BETTY PEELER, stenographer in the division office, is owner of a new 1951 Ford.

DIVISION TEN

THE TENTH DIVISION was host to the Highway Commission for its regular July 6 meeting held at Banner Elk in beautiful Avery County . . . The Commissioners were also taken on a tour of roads in the section and were feted at a picnic lunch served by the local civic clubs . . . Additional information on the meeting appears in the "What's New?" column elsewhere in this issue.

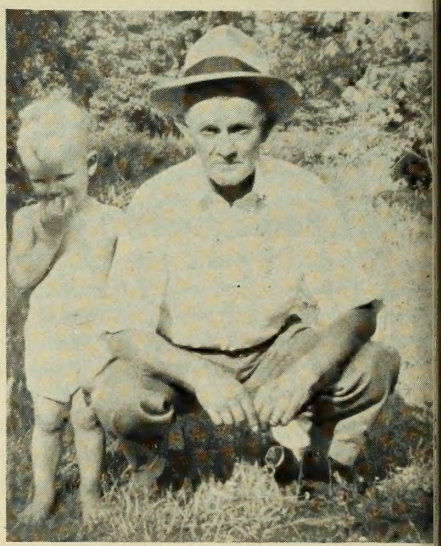
TENTH VACATIONISTS include: *Phillip C. Cocke* (Construction Department) who spent a week's vacation at Myrtle Beach; *Mrs. Ernest Banner* (District Two office) who visited in Kansas City, Mo.; *Road Maintenance Supervisor J. C. McDowell* (District Two) who spent 10 days in Philadelphia, New York, Washington and Williamsburg; Mrs. Mildred Gardner (Right-of-Way) who spent several days at Myrtle Beach.

DONALD COMPTON, son of *M. C. Compton* of the Sign Department, is a newly wed . . . He was married in July in West Asheville.

LATEST REPORTS are that *District Engineer W. B. Ferguson* of Burnsville continues to show improvement.



ALEXANDER EMPLOYEES . . . A PARTY FOR FORD



CANTRELL . . . CARTOONIST

HEADQUARTERS

WALTER ANDERSON (see photograph on next page) climaxed a long and distinguished career as a law enforcement officer when he became a penologist on August 1, succeeding *John M. Gold* as head of the Prison Department . . . He spent 17 years on the Winston-Salem police force, starting as a patrolman and working his way up through the ranks . . . He had been chief of police at Winston-Salem for over seven years before he moved to Charlotte in 1942 to become chief of police there.

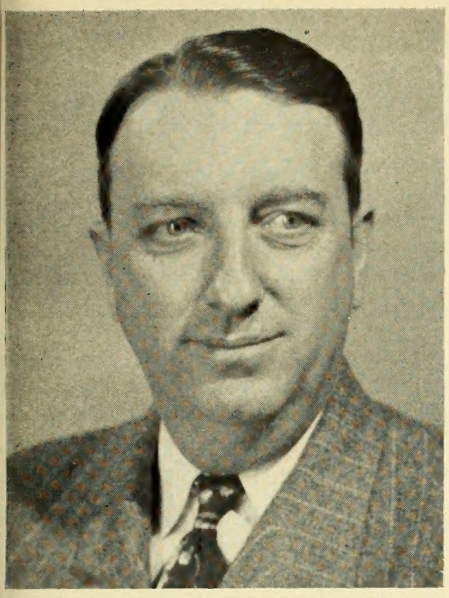
IN 1945, Governor Cherry appointed Anderson as chief of a joint Highway Patrol and Safety Division, but, after accepting, Anderson yielded to pressure from Charlotte officials and turned down the job . . . On April 1, 1946, he became director of the State Bureau of Investigation . . . He was then 42 years of age, youngest man to hold the job.

ANDERSON WAS BORN on a Davie County farm in 1903, finished high school at Mocksville and attended old Rutherford College for a year . . . In 1926 he marrie his childhood sweetheart, *Miss Mar Elizabeth Powell* of Davie County . . They have three daughters, *Mary Louis* and *Doris Foster Anderson* of the hom and *Mrs. W. E. Hollowell* of Waynesbor Va.

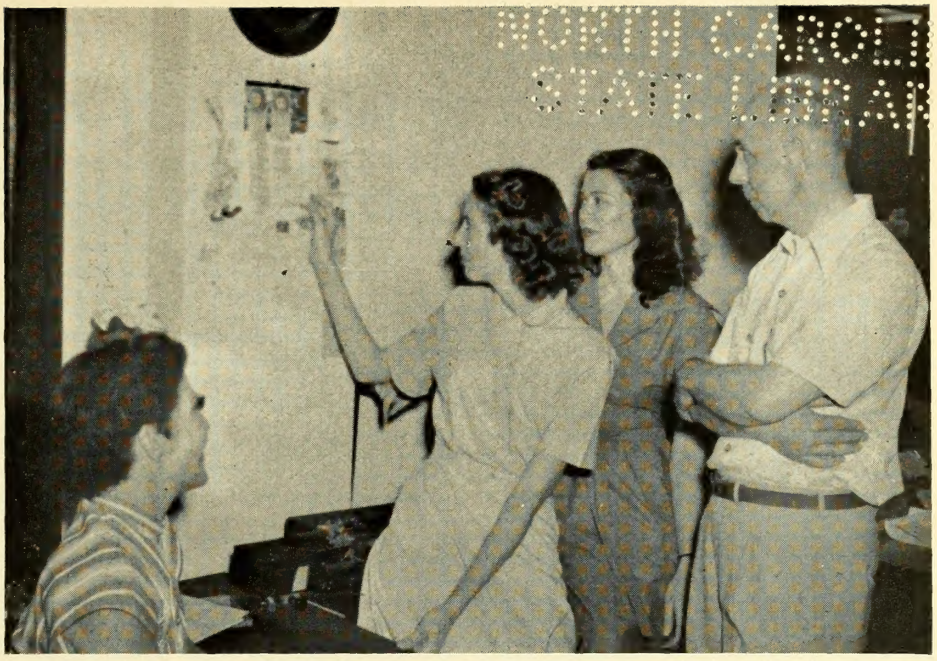
A DEVOUT METHODIST, the ne prisons chief is much sought-after as church speaker . . . He has addresse fellowship groups, Sunday School classe and other religious groups in many part of the nation . . . He is a leader in th Youth for Christ movement.

BACK IN 1936, Anderson was a membe of the third class to graduate fro J. Edgar Hoover's new FBI academy fo law enforcement officers . . . He is th current president of the Internationa Association of Chiefs of Police, one o the highest honors a law enforcemer officer can achieve.

EARL TYNDALL, research analyst i the Division of Statistics and Planning has double trouble these days . . . O June 23 his wife, the former *Miria McCormick* of Rowland, presented hi with twin boys who were named *Donal Alton* and *David Bryant* . . . The coupl



ANDERSON . . . NEW PRISON CHIEF

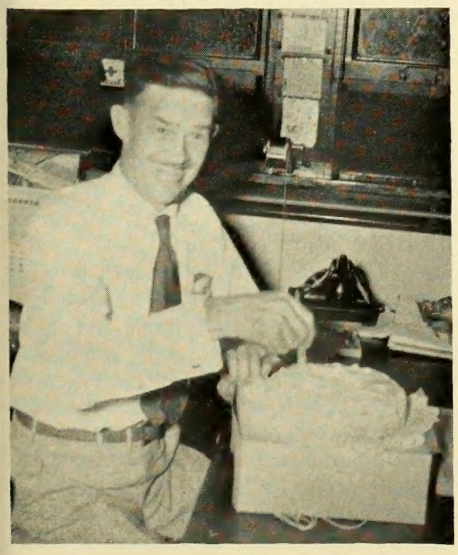


ACCOUNTING EMPLOYEES . . . A BULLETIN BOARD

also has another son, *Earl, III*, age two years . . . Also *Mr. and Mrs. Marshall Williams* are proud parents of a new daughter, *Margaret Janine* . . . The mother was an employee in the Bridge Department until last February.

FOUR MARRIAGES have occurred among headquarters' employees . . . *Robert J. Dodge*, son of *Administrative Assistant J. P. Dodge*, and who spent the summer months working in *Robert Burch's* office, was married in July to the former *Nurry Ann Nixon* . . . Shortly after his marriage he reported to Ft. Belvoir, Va., as a 2nd Lieut. in the Corps of Engineers for 21 months' duty.

ANOTHER newly wed is *Eloise Nordan*, now *Mrs. Gordon Guy* . . . Secretary to *Construction Engineer W. E. Hawkins*, she was married on July 14 . . *Sallie Belle Talman*, secretary to *Auditor Sam Smith*, was married on August 11 to *William W. Clark* . . . The two girls were honored at a gift presentation at the headquarters office . . . Also *Martha Warren* of the Road Department became *Mrs. Charles Enscore* in June.



STEARNS . . . AN ANNIVERSARY

MILDRED THOMPSON, secretary to *Assistant Prison Director H. H. Honeycutt*, spent a recent sojurn at Rex Hospital . . . Another employee on the sick list was *Sam H. Williams*, right-of-way engineer in the First Division.

JULY 17 was the 30-year work anniversary for *Cecil Stearns*, head of the payroll section of the Accounting Department . . . On that date fellow employees honored him with an appropriate cake which he is shown cutting in the accompanying photograph . . . Cecil, who was a 1946 McCrary Award winner, has been connected with the Accounting Department during his entire tenure of service . . . At the time he joined the Commission in 1921 he was one of four in the department which now has some 25 members.

TWO OTHER HEADQUARTERS employees passed work anniversaries this summer . . . They were *Bridge Maintenance Engineer C. B. "Buck" Taylor* who completed 31 work years in July . . . *Construction Engineer W. E. Hawkins* passed his 30th anniversary in June.

SYMPATHY is extended to the families of *R. G. Johnson*, formerly member of the Commission and Director of Prisons, who died in Burgaw this summer . . . Of *H. L. Meacham*, prison farms director, who committed suicide at Caledonia this summer . . . Of *D. R. Gift*, employee in the Division of Statistics and Planning, who died of a heart attack . . . Of *J. B. Broach*, senior bridge construction engineer, who died on August 11 . . . Mr. Broach, who passed recently his 30th work anniversary with the Commission, was one of the outstanding bridge construction engineers in the southeast United States . . . He had an extensive knowledge of pile foundations and of treated timber.

BRIDGE ENGINEERS are called on for many jobs other than those connected with bridges . . . A recent survey party found its efforts thwarted at the bridge site by the presence of a four-foot mocassin . . . The snake was promptly cut in two with a bush axe, but *Allen Lee*, office engineer with the department, wasn't satisfied . . . When the head half shot up toward him, he shouted, "Kill him again!"

HELDA RAY, employee in the Accounting Department, returned from her five-week tour of the United States this summer to find that her fellow employees had kept her in mind all during her absence . . . The girls in her section placed all news happenings during the intervening time on a specially-contrived bulletin board . . . In the picture on this page Helda appears looking over the board while *Mary Turner*, *Nell Brown* and *Alderman Merritt* stand by . . . Incidentally, the girls in that particular section consider their bachelor boss, "Merritt," as their second father . . . On last Father's Day they presented him with an appropriate card with the inscription, "To Our Second Father From Your Quintuplets."

OTHER VACATIONISTS in the headquarters office and their destinations were: *Otis Banks* of the Prison Department (New York attending the Shrine convention), *Dolly Smith* of the Road Department (mountains attending "Unto These Hills"), *T. B. Wilson* and *W. H.*

(Continued on page 20)

What's New?

A Roundup of Highway News from Nags Head to Nantahala

At its July 6 meeting in Banner Elk, the Highway Commission acted on 34 low bids received in the June 26 letting. Six of the bids were rejected as being too high. These six low bids amounted to nearly $2,000,000 considerably more than the $1,625,349 which was the total of the 28 low bids approved. Old-timers said that, from the money standpoint, the percentage of rejections was the largest rolled up by the Commission at a single sitting.

It so happened that the projects on which bids were rejected were the largest in the letting. On one job, involving 6.15 miles of grading and paving on US 321 between Lenoir and Blowing Rock, the lowest bid was $285,738 higher than the estimate of Commission engineers who figured the job would cost $502,200. Eight contractors submitted bids on the projects.

The Highway Commission also met at another out-of-town spot for one of its summer meetings. The regular August meeting was held in Manteo on September 1 when the Commissioners, their families and other Commission officials attended a luncheon at the Roanoke Inn, made a tour of points of interest near by and saw "The Lost Colony." First Division Commissioner H. G. Shelton was the host Highway Commissioner and Dare Commissioner Lawrence W. Swain of Manteo and Melvin R. Daniels, clerk to the Dare board, made the entertainment arrangements.

A comparison of state gasoline tax rates as of July 1 was issued recently by the National Highway Users Conference. Louisiana has the highest state tax at nine cents a gallon; Missouri is lowest with two cents. Next to Louisiana, the highest state rate is the seven cents charged by North Carolina, South Carolina, Florida, Kentucky, Tennessee and Mississippi. Of the states levying seven cents per gallon, North Carolina is the only one in which the state—and not the counties— maintains local roads. Of course, the Federal tax of a cent and a half per gallon is added to all state gasoline taxes.

In a public letter to Chairman Jordan, General Mecklenburg—whose observations are published each Sunday in *The Charlotte Observer*—says, "The State Highway Commission is to be commended for the safety measure it is taking in using reflectorized or 'night-shining' materials exclusively in the new state-wide program of marking center-lines in the highways . . . The 'night-shining' lines in the center and the yellow 'barrier' lines, both being used for the first time, should make motoring safer in North Carolina, and particularly at night."

This program, incidentally, is now half-completed or better.

Only two states spent more money on highways in 1950 than North Carolina—New York and Pennsylvania. The figures were compiled by the American Road Builders Association. They showed that North Carolina spent $115,348,000 on road construction and maintenance during 1950, while Pennsylvania spent $149,089,000 and New York spent $117,000,000.

Because of the $200,000,000 secondary road program which made North Carolina rank third in total expenditures, this state led all others in total miles of road paved during 1950. The report said North Carolina paved 12,348 miles. Texas was second with 3,139 miles and Ohio third with 2,878 miles. For 1951, North Carolina planned to spend $115,000,000 on building and maintaining roads; New York has budgeted $175,000,000 and Pennsylvania $155,000,000.

? ? ? ?

Sending out the memo to all the high command of the Highway Commission followed usual procedure in reporting completion of a highway project. It went from the construction engineer to the chief engineer, the location engineer and all the other top brass who had a hand in Project No. 5900-510.

The memo said: "This is to advise that construction was started and completed on the above project August 10, 1951." That's all!

Everybody took a second look, because highway projects generally just aren't completed in a day.

But sure enough, a check showed that in one day the Thompson-Arthur Construction Company of Greensboro had laid a bituminous concrete surface on a quarter-mile of roadway in Hamilton Lakes near Greensboro.

No fuss or bother. There was a project to do and they did it.

The cost was $2,210.

Seven out of 21 applicants for driver's licenses failed to pass the examination one recent week at Southport. The examiner said comparatively few people knew the correct driving procedure on a four-lane road.

Music-makers from Central Prison made a clean sweep of prizes in a hillbilly band contest conducted by the Wendell Lions Club. The 10-piece prison string band led by James Adams of Winston-Salem won first place in its department. Bill Pennington of Sylva and William Ashe of Asheville, members of the prison ensemble, were adjudged the best fiddler and mandolin-picker, respectively.

Eagerly-awaited municipal allocations under the recently-enacted Powell Bill came in August. The net total of $4,543,096 available under the bill was shared by 386 North Carolina towns and cities. Individual distributions ranged from $252 for Harrellsville in Hertford County to $335,107 for Charlotte.

The survey, conducted by Jim Burch's Statistics and Planning Division, showed that there were about 5,222 miles of non-system streets certified as meeting the legal requirements for state aid under the bill and that these miles had a total 1950 population of 1,507,858. This meant that rates of allocations ran about $435 per street mile not on the state or county highway systems and $1.51 per capita of 1950 population. Estimates were based partly on mileage of non-state system or local streets in each case and partly on 1950 census figures.

Traffic of North Carolina's highways in July reached an all-time high. On an average day in the month some 84,129 vehicles passed the 20 recording machines in the state, an increase of eight per cent over the same month's travel in 1950 and an 80 per cent jump over 1940.

Averages for previous July months were 78,130 in 1950; 66,437 in 1949; 61,636 in 1948; 57,225 in 1947; 54,600 in 1946 and 46,555 in 1940.

The astounding totals brought to mind the Highway Commission's reminder to the last General Assembly that the state's primary traffic arteries were grossly inadequate for the increased use put upon them by the traveling public. The engineering report given the Assembly pointed out that an estimated outlay of $305,000,000 would be required to modernize the primary system so that it could adequately handle the fast-increasing traffic burden.

Meet The Engineers (VI)

Amiable William N. Spruill Is First Division Engineer Who Knows His Eastern Territory Well

WILLIAM N. SPRUILL, engineering boss for the First Highway Division in Ahoskie, probably knows more about roads in Eastern North Carolina than any man living. He comes by this knowledge not only because he is a native Eastern Carolinian (born in Tyrrell County in 1899) but in the 30 years he has worked for the Highway Commission he has been transferred from one road job to another — always down East. He celebrated his 30th work anniversary with the Commission on August 15 of this year.

The only son of R. H. and Minnie Lee Berry Spruill, Bill was born at a spot between Creswell and Columbia, and at the age of three moved with his family to Columbia where his father was cashier of the bank there and also for a time superintendent of schools in Tyrrell County. Young Spruill graduated from the Columbia High School in 1916 and went on to State College for a course in civil engineering.

Feeling that it was then time to gain practical experience, Spruill began work for a short time with the Richmond Cedar Works, a lumber company with large holdings in Tyrrell, Dare and Hyde counties. With them, Mr. Spruill helped establish property lines and did survey work for permanent corner markers. Next, he turned to "railroading" and worked as a clerk for the Norfolk Southern Railroad in Washington, N. C., and for the Atlantic Coast Line Railroad in Rocky Mount.

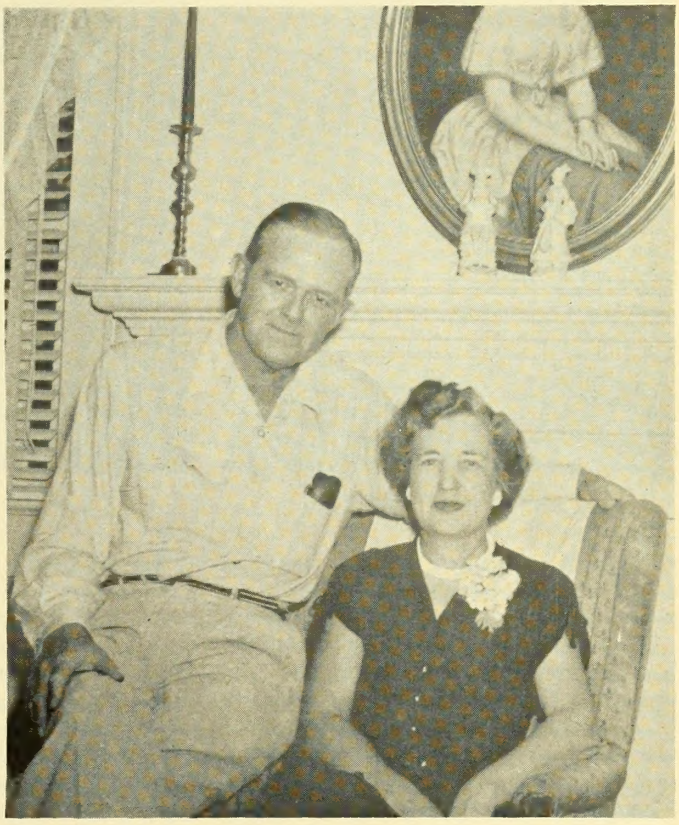
Rocky Mount was his lucky town for it was there he met attractive Anna May MacRae, secretary in the ACL office. A year after he met her, she was Mrs. W. N. Spruill and in 1951 the couple celebrated another 30-year anniversary. January 12, 1951 was the completion of their 30 years of married life.

When 1921 came, Bill Spruill began hearing a lot of talk about North Carolina's proposed big roadbuilding program—Frank Page's ambitious county-seat-to-county-seat highway venture which was destined literally to put North Carolina on the map. And in August of that year, the present First Division Engineer came with the Commission as a rodman stationed in Rocky Mount.

Commenting on his decision to join the Commission, Mr. Spruill said: "I was not too fond of the work I was doing and when the 1921 roadbuilding program began, it looked like just the opportunity I was looking for to get back into civil engineering work for which I was trained."

Spruill promptly went to work for a man who, like Spruill, has come up the Commission ladder in the intervening 30 years. The man was B. W. Davis, now Equipment Engineer, but at that time resident engineer on a grading and structure project on what is now US 301 between Rocky Mount and Whitakers.

That job was the first of 15 Eastern Carolina moves the First Division Engineer has made as an employee of the State Highway Commission. A recital of Spruill's assignments is also a listing of outstanding Eastern Carolina road projects constructed through the years.



First Division Engineer W. N. Spruill appears in the above photograph with his wife, the former Anna May MacRae. They have one daughter and two granddaughters.

Spruill remained a rodman with the Commission for only nine months after which he was promoted to highway inspector and attended a classroom and laboratory course in bituminous inspection. While in this capacty he also worked on a grading and paving project between Rocky Mount and Tarboro. Next, he became an instrumentman for a year and was transferred to Spring Hope for the US 64 project from Nashville to the Franklin County line. The original road still stands.

Bill Spruill's next promotion came in 1924 in the form of resident engineer at Nashville for nine months where he was in charge of the building of the road from Nashville to Franklin County via Castalia. Following this, he was resident engineer in Washington on two highways — US 264 between Washington and Belhaven and on US 17 between Chocowinity and the Craven County line.

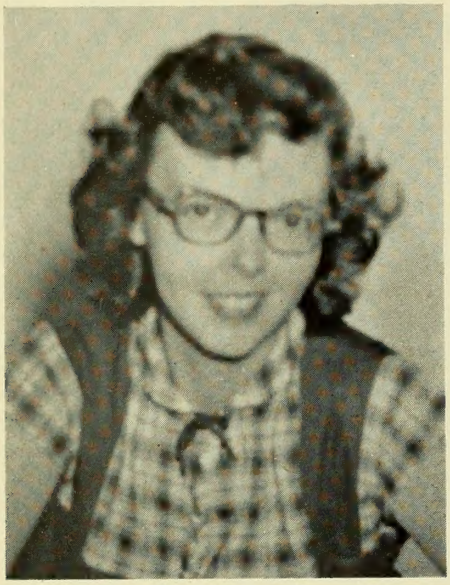
Bridge Supervision

Spruill then turned to bridge supervision. He was resident engineer in Perquimans County for the construction of the bridge over the Perquimans River, famous because it was the first bridge in the state built with curves in the

(Continued on page 19)

INTRODUCING OUR CORRESPONDENTS

(Editor's Note: With this issue NORTH CAROLINA ROADWAYS begins a series of thumbnail sketch features on its 10 division correspondents. As the "eyes and ears" for the magazine on state-wide activities, much of the credit for the successful publication of ROADWAYS belongs to them.)



SHIRLEY JONES

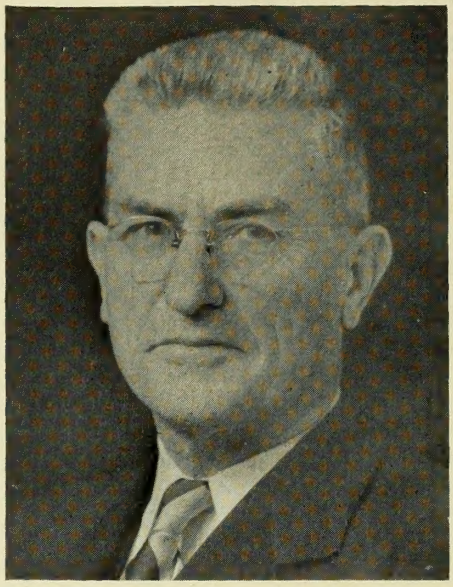
PETITE, 24-year-old Shirley Jones is NORTH CAROLINA ROADWAYS correspondent for the First Division at its headquarters in Ahoskie. A native of that town, she has been connected with the Highway Commission since 1946 in the capacity of secretary to F. M. Carlisle, senior office engineer, and R. L. Turner, division prison supervisor.

Shirley is well-known locally because of the versatility of her extracurricular activities. She is a talented singer—an alto soloist in the choir of the Ahoskie Baptist Church and also on occasion branches out as a "swingster" with a local orchestra. She took voice lessons for two years.

In addition, Shirley is an accomplished tap dancer and was a dancing student for six years. She often does speciality numbers for banquets in the vicinity. She also played clarinet for one year with the high school band.

Shirley calls fishing her favorite pastime and can often be found on the coast at Nags Head or at the nearby Chowan River pursuing this occupation. This summer she sported an envious tan gained while fishing.

Our First Division correspondent is the only child of Mr. and Mrs. O. B. Jones of Ahoskie. She was graduated from Ahoskie High School in 1944 and afterwards took a one-year commercial course at Louisburg College. Shirley became part of the Highway Commission family only two days after her graduation from Louisburg.



JASPER L. PHILLIPS

AS ASSISTANT division engineer for the Second Highway Division in Greenville, Jasper L. Phillips also serves as magazine correspondent for the division. A long-time employee with the Commission, Mr. Phillips' work record dates back to 1921 when he first worked out of the Kinston district office.

Subsequent promotions pushed him to party chief on location, resident engineer on construction, district engineer in Kinston and to his present position which he took over in 1949.

Mr. Phillips, a 1913 civil engineer graduate of the University of North Carolina, was assistant county engineer for Orange County and county engineer for Pitt before his Commission connection. Twice he went into business for himself and for two years was associate highway engineer for the Bureau of Public Roads in Georgia. He served in the coast artillery during World War I.

The Second Division assistant engineer is married to the former Thelma Elliott and they have one son, Jasper, Jr., age 15. They reside in Kinston.

Mr. Phillips is a member of Phi Beta Kappa, a Watchman of Shepherds of Greenville White Shrine No. 7, a member of the Sudan Temple at New Bern and of the Kinston Methodist Church where he is a teacher of a Sunday School class. He has been active in past years as an American Legion commander, has held some of the highest honors in Masonry and has been an active Shriner and member of the Order of the Eastern Star.

Prison Medical Care

(Continued from page 3)

Medical School at Chapel Hill should be requested to start some research studies on congenital homosexuals, using the sex perverts at Central Prison as subjects. Such persons now are being kept in individual cells at Central Prison.

In this connection, Dr. Whittington said: " I wish to state that the North Carolina prison system has no monopoly on this distressing disease. From authoritative sources I am told that the percentage in prison is no greater, perhaps less than in other institutions where people are segregated."

Dr. Whittington recommended that a more nutritive diet be fed to prisoners being punished in solitary confinement; that medical treatment records be kept on each prisoner requiring such treatment; that camp physicians sign a register on each visit, giving the number of prisoners examined and treated; that county health departments make periodic sanitary inspections of prison camps; that each division have a truck with a body long enough and high enough to accomodate an ambulance cot or litter, so that acute patients may be transported to Central Prison hospital with more ease; that local hospitals be employed in the treatment of prisoners too ill to be moved; that a woman physician be employed for the Woman's Prison hospital on a part-time basis, or a part-time male physician employed if a woman doctor isn't available; that more nurses be employed for the prison hospitals in Raleigh; that all prisoners be screened periodically for tuberculosis and be inoculated for typhoid fever and tetanus; and that Central Prison engage a full-time psychiatrist in place of the present part-time arrangement.

Dr. Whittington found that the number of patients, examinations and operations had risen sharply at the Central Prison hospital during the past five years. In the fiscal year 1948-49 the hospital performed 174 operations. The number increased to 509 operations in the 1949-50 fiscal year.

Our Mistake!

NORTH CAROLINA ROADWAYS apologizes for the reference in its last issue to J. H. Chappell, senior locating engineer, as "J. H. Campbell". This was a typographical error.

Experienced in all phases of highway location since his employment with the Commission in 1928, Mr. Chappell is one of the three men in the department who co-ordinate work of field survey parties.

NEW STATE BORDER SIGNS

"WELCOME to North Carolina" signs, like that in the accompanying photograph, will soon appear at 37 points on the state's borders. Part of a current campaign to make tourists more welcome in the state, erection of the signs is one of the recommendations made by a joint highway development committee consisting of Highway Commission and Department of Conservation and Development officials. Robert A. Burch's sign departments and Frank H. Brant's landscape engineers work together in carrying out the program.

The 12-by-seven-foot reflectorized signs use white lettering on a forest green background with an outline of the state in red. First signs were placed on US 17 north of Elizabeth City and on US 1 north of Henderson.

A roadside park program is next on committee's agenda. Other long range projects of the committee include the development of more highway safety turnouts, regulations governing outdoor advertising, protection of highway vegetation and greater improvement in the general appearance of roadsides.



James Barnwell Is Well-Known Business Man

(Continued from page 5)

Associated company. He continued in that capacity with AT until 1946. At the present time he is on the Board of Directors for the company.

Since 1946 the Fifth Division Highway Commissioner has devoted his time to other business interests.

One of his top current interests is supervision of his 500-acre farm located a few miles outside Burlington known as "Lakeview". Bought originally for hunting and fishing purposes, the acreage has been reclaimed and improved to be the first class farm it is today. There he grows tobacco and raises sheep and cattle. He is now experimenting with a new breed of thoroughbred sheep—the Montadales. Up until recently the raising of sheep was practically unknown in that area because of the widespread presence of dogs, a sheep's natural enemy. In fact, when Barnwell began his sheep enterprise, he had to sell two boxers he owned. Barnwell is one of the local farmers responsible for bringing sheep raising back to the area. Last year his flock yielded 800 to 1,000 pounds of wool.

In Gasoline Business

Barnwell is also in the gasoline business and has had a distributorship for Texaco Products in the area since 1932. He and his operating partner, Glen Huffman of Burlington, own or lease all the Texaco filling stations in the section.

Also since 1932 he has been owner of Tire Sales, Inc., in Burlington, over which his air-conditioned general office is located. The company is an electrical appliance store, also handles service work and has a recapping plant. In 1945 he opened a similar store in Greensboro, known as Southern Sales, Inc.

In addition the Commissioner has real estate interests in the area and in Richmond, Virginia.

In declining health for the past several years, Barnwell has found it necessary to leave the operating of his businesses to financial and managerial partners. Here the Fifth Division Commissioner's ability to judge people worked to his advantage, for he chose honest and capable men to supervise his interests. He says, too, that a large share of the credit goes to his effcient and attractive secretary for many years, Margaret Boland — his "right-hand office man."

James Barnwell is married to the former Cornelia Vincent, a native of Mebane and a companion of his since childhood days. Their family includes two active teen-age youngsters — Dorothy Lee, age 13 who attends Burlington Junior High School, and Jim, Jr., 11 who attends graded school in Burlington. The family is a quartet of pals who enjoy "doing things" together. At their large new country home, the family entertains many visitors, both young and old, swims and fishes together in their lake and enjoys horseback riding. Latest shared recreation for the family is archery which Dorothy picked up while at summer camp and introduced to her family. The Fifth Division Commissioner has become quite an expert with the bow and arrow.

Another hobby of Barnwell's is puttering in the woodworking shop he installed at his home. Of late he is unable to follow this activity, but young Jim carries on in place of his father.

A countryman at heart, farm-reared Jim Barnwell says that in his young days he couldn't get away from the farm fast enough. However, now he is glad to be back living a farmer's life. Recently, he took great pleasure in renovating an old farmhouse on his estate and he plans many more future improvements.

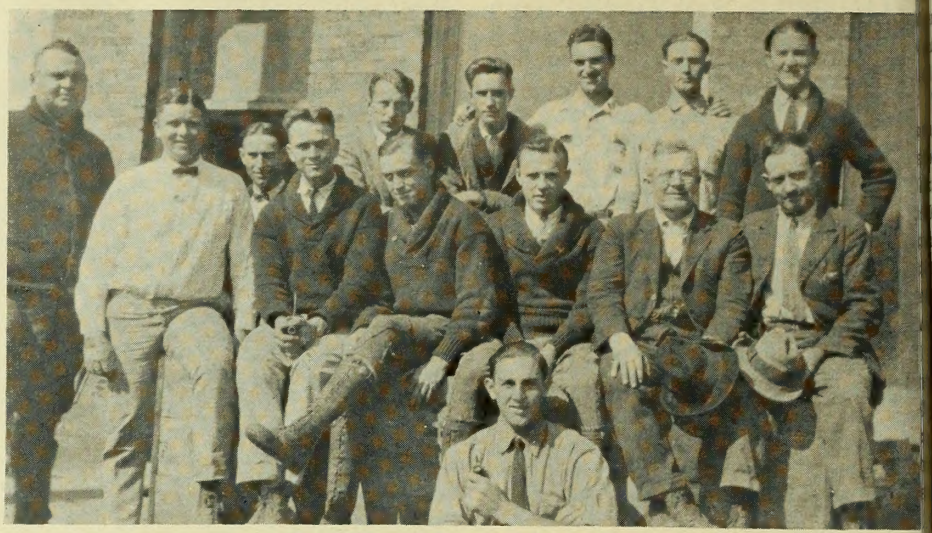
Mr. Barnwell has also been active in a number of civic organizations. He is a member of the First Presbyterian Church in Burlington and has been a Mason since he was 21 years old. He has attained the Scottish Rite degree. He is a member of the Alamance County Country Club and on the Board of Trustees of the Alamance County Hospital, a fine recently-built addition to medical services in the area. In former years he was a member of other civic organizations and helped organize the Burlington Young Business Men's Club.

The fact that Barnwell is the only Republican on the Commission (although not an active one — he classifies

(Continued on page 18)

U. S. 1 Construction Party In 1924

NORTH CAROLINA'S current plans to build a new by-pass around Wake Forest, Youngsville and Franklinton on US 1 brings to mind the accompanying photograph which shows members of the construction party in charge of building the original stretch of highway from Raleigh to Franklinton back in 1924.



Old-timers will recognize a number of faces in the picture. Seated in front is James S. Burch, at the time a resident engineer and now engineer of statistics and planning. On the second row, along with their 1924 positions, are John T. Maynard, concrete pavement inspector; John P. Noland, instrumentman; Dewey Haithcock, rodman; Carter Studdert, bituminous inspector; C. B. Wynn, office records man; "Dad" Hardage, concrete pavement inspector; E. M. Allen, plant inspector.

Occupying the back row are (unidentified); Otho Goodwin, instrumentman; Bill Lawrence, rodman-inspector; Bob Shields, rodman and office; Mike Tharrington, rodman, and L. S. "Lebby" Jackson, rodman and now an inspector in the Division of Materials and Tests.

Because of poor transportation and still poorer road connections, the party had to live in Wake Forest for the year the construction project was under way. The group also had charge of four grading projects, two structure projects, thre paving projects and street work in tw towns. The old highway, then known a Route 50, was torn up and under detou for over 30 miles during construction US 1 traffic still uses much of the origina highway.

James Barnwell Is Well-Known Business Man

(Continued from page 17)

himself as "independent" in reality) speaks well for his capabilities in being selected by Governor Scott to handle highway duties in the Governor's home district. The Governor is a neighbor of Barnwell's and the two have a lifelong friendship. There is a slight family connection between the two — the Governor's father married Barnwell's mother's sister during a second marriage.

A dapper-looking, successful businessman in appearance, Barnwell is a person who underneath appreciates the simpler things of life. He believes associations are the greatest thing in life. He is a great admirer of the late "down-to-earth" Will Rogers who, he says, could determine the essentials of life. In fact, Rogers made a profound impression on Barnwell's life in one respect. Barnwell, who was a flying enthusiast for a number of years, gave up flying the day after Rogers was killed in an airplane accident. He says, "I went up the very next day and made the very same mistake which killed Will Rogers. I stayed up in the air for five minutes, landed and never piloted a plane again."

He takes his highway duties seriously. He is conscientious about his rather thankless public office and expects to receive no personal gain from it. Mr. Barnwell is conscious that he is spending state money and will not take the risks with it as he perhaps would in his own personal enterprises.

Because of this characteristic, he is an ideal "go-between" in dealing with the public and thrashing out highway problems from the engineering standpoint. A commission employee who knows Mr. Barnwell puts it this way: "He is another good, firm spoke in the wheel of progress, a man with his heart fully into the road program and the welfare of his state as well as his employees."

The Old Man

(Continued from inside front cover)

a game and wait until someone knocks down one of th stakes, and then the prong men jump in the air and shou and tear their hair and call on Ra and Osiris and Iri and Set and Horos and all the lesser gods, and they be come exceedingly wroth. All about a little stick. They also make many hieroglyphics, many of which they do no themselves understand.

"Then cometh the contractors. They are a class tha have many possessions and ride in fine chariots, but they easily run to bitter tears, and they runneth down the work to be done, to each other, that they may make the other afraid and he add much expense to his calculations.

"Then cometh the material men clad in fine raiment and the maidens meet them with gleeful smiles, as they have something magic called an 'expense account.' They are all worshippers of the Sacred Bull. Every morning they chant 'O Sacred Bull, Keep us full of thy substance because only with thee can we make our living.'

"Then cometh the letting of the contract. Whereat one contractor draws the prize, and the rest of the contractors beat their breast and pour ashes on their heads, and say with a mighty shout, 'He can't do it for the money.' Always have they said this, and always to the end of time will they say it, even until the stars grow cold.

"But the low bidder he smiles and is pleased with himself, wise in his own conceit, and he hunteth up the three prong men and taketh them to dine with him and handeth the check to a material man."

Amiable William N. Spruill

(Continued from page 15)

adway. He recalls that the completion of this bridge ought forth quite a celebration. Former Ambassador to exico Josephus Daniels officially opened the structure to affic and afterwards there was a mammoth barbeque for l the county's citizens.

The next year in Spruill's life was spent as resident ngineer on the road between Red Oak and Essex, and en he again turned to bridge supervision — this time Weldon for the US 301 bridge over the Roanoke River. ere he recalls another interesting experience. While work- g on the 301 Weldon structure, the bridge at Roanoke apids collapsed under a truck. This brought to mind e recent bridge collapse over the same river although the d accident didn't cause any deaths.

The result was that Spruill now had charge of recon- ruction on the collapsed bridge in addition to the US 01 structure and a paving project running to the Vir- nia line. Afterward, he returned to Rocky Mount for a ort length of time and began work on the bridges over e Tar River and US 301 and 64.

July 1, 1931 (the First Division Engineer recalls that ost of his subsequent transfers came through on July 1) und him promoted to district engineer located at Farm- lle where he was in charge of road work in Pitt, Greene, Vilson and most of Edgecombe counties. He was in charge this work for six years until July, 1937, when he be- me assistant division engineer under S. M. Gibbs at inston, then the division office for the Second Division.

Upon Mr. Gibbs' death, Mr. Spruill became division ngineer in Kinston for four years and in 1941 he moved Greenville, the new division office set up to give repre- ntation to the four larger towns in the area — New Bern, inston, Washington and Greenville. Spruill remained here ntil 1949 when the wholesale reshuffling of division ngineers took place. Spruill's new job was still down ast — in Ahoskie where he continues to be located.

The First Division Engineer said a humorous situation sulted from the 1949 reshuffling. Because of difficulties finding suitable living arrangements, three of the trans- rred engineers decided to trade houses with one another. pruill moved into T. J. McKim's house in Ahoskie, McKim ook over R. Markham's house in Wilson and Markham oved into Spruill's house in Greenville. The worst part the whole situation, however, was that all three men nd their families had to move on the same day, and eighbors in each of the three localities saw moving vans oth coming and going on July 1, 1949.

Mrs. Spruill is quite philosophical about the many times e has had to break up housekeeping to follow her usband from one town and highway project to another. he says, "I have hated to leave each town in which we ave lived but I have never failed to find the best of riends in each new place we went." But friends have ound the Spruills good neighbors. Commenting on her usband's devotion to Eastern Carolina, she said, "Bill ust have web feet — he would be as lost in the mountains s some of the Western engineers would be down here in e swamps."

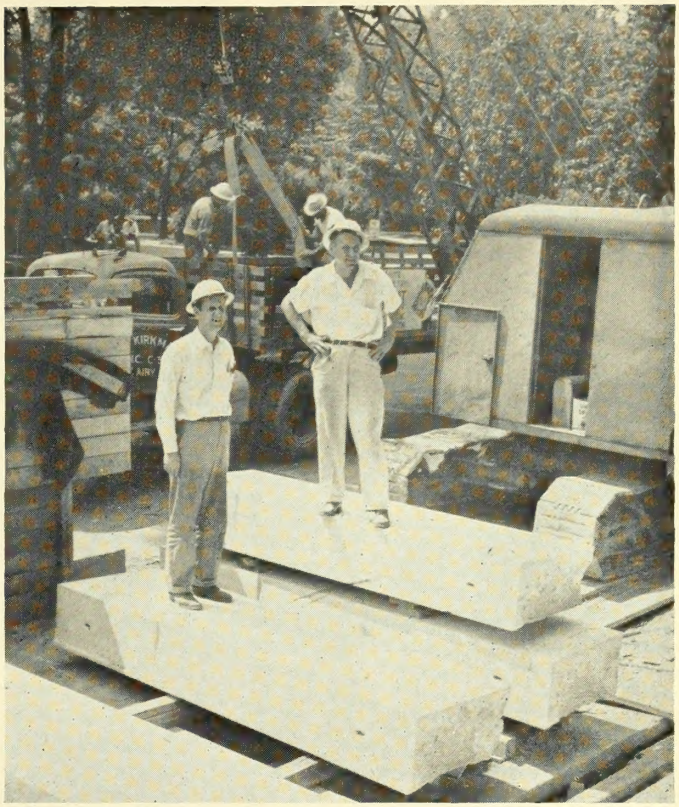
The Spruills are extremely proud grandparents. Their nly daughter, Betty Lee, is now Mrs. Powell Speight of umberton and mother of two children — Ann Powell, ge four, and Renda, age two. The First Division Engineer as a complete family of girls but gets moral support from is son-in-law. His daughter also had to make many adjust- ents in her school training during the years of constant moving. She went to school in a different town each year through the fourth grade.

Bill Spruill also finds time for pleasure. Off the job he hunts in the winters and plays golf in the summer. His wife says that she never expects to see her husband on Saturday afternoons. He is a member and a deacon of the Ahoskie Presbyterian Church and is a member of the local Rotary Club.

The First Division Engineer is amiable and younger looking than his years. Atmosphere around his office is friendly and cooperative, and work rolls out of the Ahoskie headquarters right on schedule. Publicity shy by nature, he is apt, too, to give most of the credit for the success of the road program in the First Division to those who work under him. He says, "I have always had the assistance of well qualified men." But employees under his supervision will tell you that the lion's share of the work was handled by Spruill himself.

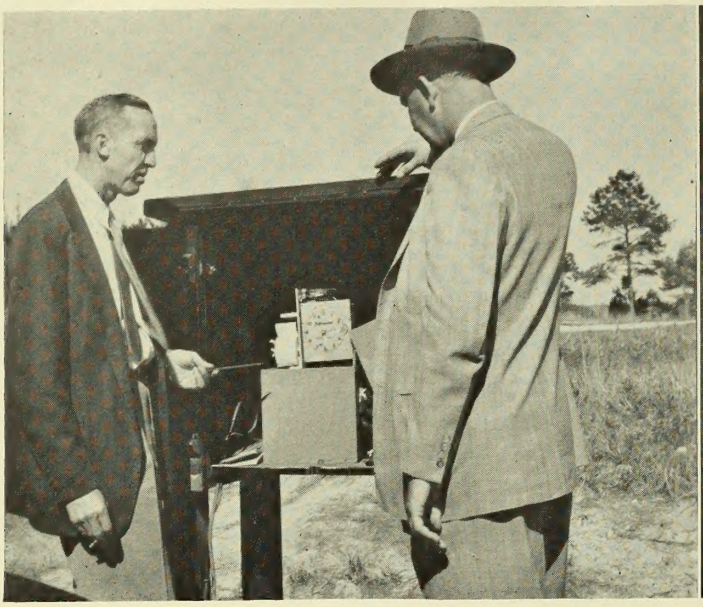
Mr. Spruill also says that he found all his supervisors of the very finest type and cites his high regard for his present Commissioner, Henry G. Shelton. Yet, the old expression goes, "Like people and they will like you." Bill Spruill is living testimony of this adage.

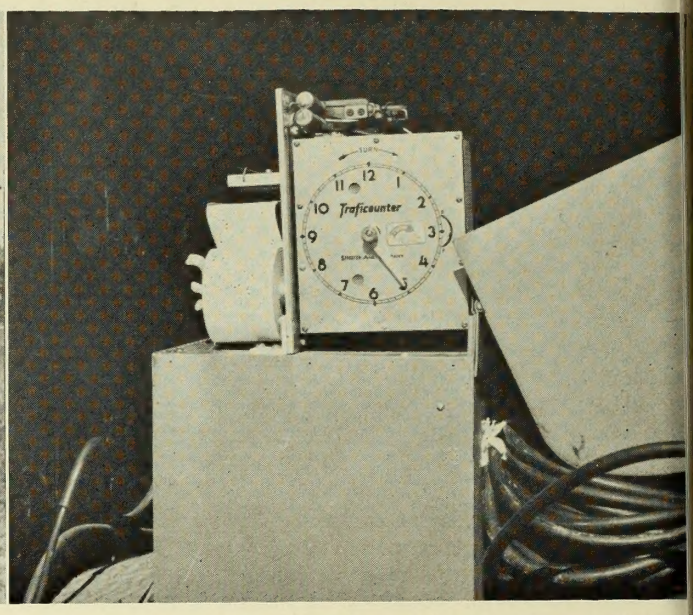
THEY'RE HEAVY



RALEIGH's new highway headquarters building when completed next spring will have 4,722,300 pounds or 29,150 cubic feet of granite in its construction. These statistics come from Thompson and Street, contractors for the building, whose men are now busy at work on this phase of construction. Some of the granite pieces will weigh as much as five and one-half tons each. Building supervisors are Engineer J. G. Ligon and Superintendent R. F. Ruffner who appear in the above photograph with four of the heavy stone slabs.

State's Traffic Count Machines Work Overtim





L. V. Jay and A. G. Nicks, of the Division of Statisti and Planning, in the above photograph inspect one North Carolina's traffic count machines located on US between Raleigh and Wake Forest. Close-up photograp shows the inside of the machine which is explained in t accompanying story.

NORTH CAROLINA's 40 permanent traffic count machines and some 450 other small similar machines pile up figures which Highway Commission engineers turn into facts to guide them in determining road needs, priorities and road types.

Counts obtained from these machines are basic to almost every operating decision made by the Commission. They help the engineers to decide what type of improvement is needed and where — whether it is hard-surfacing, widening, repaving, new bridges, maintenance or for two-, three or four-lane designs.

North Carolina began its machine traffic count program in 1937 and during the intervening years has compiled a wealth of figures to show "normal" traffic patterns for typical highways. A comparison with these normal figures indicates the trends in traffic changes.

For instance, the statistics engineer may find that traffic on an average day of December is only 82% of the average day for the year while traffic on a day in July may run, perhaps, 120% of the average day for the particular road studied.

By comparison, also, the engineer may find that 1951 traffic is 12% above traffic at the same point in 1949. This is how the Highway Commission found that 1950 w its peak traffic year. The machine also indicates whi hours of the day have heaviest traffic.

Close-up photograph on this page shows the "hear of the traffic count machine. The clock, divided into A and PM designations, adds each hour's traffic volun (on the basis of every two axles passing) and at the en of each hour stamps the number on the ribbon located the left. The rubber tube coiled in the right of the b stretches across the highway and relays air surges ma by passing vehicles to the counter.

North Carolina has 33 permanently-located machin of this type and seven photo-electric counters which a an older type and count vehicles rather than axles.

The state uses more automatic traffic recorders ar has more extensive coverage of local roads by portab machines than the average state. It thereby produces mo complete traffic statistics.

Tar Wheels

(Continued from page 13)

Webb of the Right-of-Way Department (Nags Head), *Trulah Page* of the Right-of-Way Department (Daytona Beach, Fla.) . . . *Eugene Wood* of the Road Department spent a "pseudo" vacation at Camp Rucker, Ala., attending Army Reserve camp.

TWO NEW EMPLOYEES in the Road Department are *Albert M. Lyerly* and *Edward McMahan* . . . In the Bridge Department new personnel include *Mrs. Nancy Adams*, *A. A. Alliss*, *D. S. Brown*, and *A. W. Moore* . . Temporary employees in the department during the summer were *R. J. Davis*, *R. B. Howard, Jr.*, *G. W. Middleton*, *F. J. Myers*, *Robert D. James*, *W. R. Steininger, II*, and *Gerald Hook* . . . *Katherine Winters* is new in the Filing Department.

ON THE OTHER HAND, resignations in the Bridge Department included *J. A. McNeill* who left to accept employment with Arnold Stone Company in Greensboro, *Janie Wilson* who left to become a full-time housewife and *W. H. Riley* who went to Richmond, Va.

UNIT NO. 11 met for a barbecue dinner and general meeting in August to elect the following new officers: *R. G. Setzer*, chairman; *J. W. Taylor*, vice-chairman; *Florine Boone*, secretary-treasurer . . Delegates for the September conventio at Nags Head were *F. D. Graham*, *J. Smith*, *B. J. Abbott*, *W. T. Thompso A. S. Cassel*, *C. B. Taylor*, *W. L. Hob* and *Mrs. Emma Anderson* . . . Delegat at large were *Vera Graham*, *W. G. Reave K. B. Bailey* and *John McElveen* . . . A pointed to serve on the standing co mittees were *J. W. Taylor*, nominating *K. B. Bailey*, auditing; *F. D. Graha* budget; and W. L. Hobbs, resolutions.

The man who wants to do somethin finds a way—the other kind finds a excuse.

WHAT THEY'RE SAYING



BENEFITS of the projected four-lane highway on Route 70 between Raleigh and Durham will not be limited to the people and businesses of these cities, says *The Durham Herald*. The project, involving doubling the width of the present highway, was on the list of those approved by Governor Scott to be financed by surplus highway funds.

The *Herald* points out that Route 70 "is one of the principle east-west highways of the state and a major avenue connecting a large section of the state with the capital and some of the Tar Heel resort areas.

"There will be more than local interest in the allocation of funds for grading and structures for the two additional lanes. People all along the route of Highway 70 and those on its feeder roads who have occasion to use the Durham-Raleigh stretch of the highway will heartily applaud the allocation of funds necessary to begin this long-needed project."

John M. Gold's resignation as Director of Prisons caused the state press to review the political implications that went with the job prior to the present administration and to urge unanimously that politics be removed as a consideration in hiring or removing a Prisons Director. As the papers pointed out, Governor Scott and Chairman Jordan gave Gold a free hand, with political considerations definitely removed. The same assurance went to Walter Anderson, Gold's successor.

But, as *The Greensboro Daily News* observed, "Gold obviously had begun wondering whether this policy would carry over into the next administration." The uncertainty gave added attraction to the job he accepted as city manager of Winston-Salem.

The *Daily News* urged that selection of a Prisons Director be based on high professional qualities, and continued: "The professional status of the job is just as important as the good man—more so for the long run. By getting a director of high calibre, one who renders good service between now and 1953, that goal may be assured. Any Governor who fires a prison director who is minding his own business and doing a good job can hardly dare look his constituents in the face."

The Avery County News, fine weekly newspaper published by William S. Waddell at Newland, went all-out in welcoming the Highway Commission and Governor Scott to the county when the Commission met in Banner Elk July 6. The paper carried many stories and advertisements welcoming the group, and in a number of items thanked the Governor and the Commission for what they were doing in improving the roads in that lovely county. Mayor Walter B. Wessels of Banner Elk proclaimed July 7 as "Governor Scott Day," and on that day the Governor and highway folks made a road tour of Avery and adjacent areas, winding up with a picnic lunch at noon.

In a front page editorial, the *News* said of Governor Scott: "We appreciate all the many good things you have done for us . . . The loyalty and friendship of the citizens of this county to you personally and to your program speak more convincingly than anything one might say . . . Fortunately, Governor Scott has a man as chairman of the highway commission who has a common touch along with his direct approach to the complicated problems. Just as Governor Scott, Dr. Jordan's personal friends are found in every city, hamlet and county in North Carolina."

The Times-News of Burlington comes out for preserving the fast-disappearing covered bridges as landmarks and historic treasures. It expresses regret that Alamance County officials years ago did not act to preserve the old covered bridge spanning Alamance Creek south of Graham.

"The covered bridge in the old days was more than a span permitting traffic to cross from one side of a stream to the other," says the *Times-News*. "It was a shelter against storm overtaking the traveler between points of destination. It was in a fashion, too, a covered 'hitching-post' where the driver and his team might pause for rest, food and drink, especially on long trips when it was desirable to break the trip for rest.

"The few remaining covered bridges in North Carolina should if necessary to preserve them be bought and maintained by the state . . . as historic treasures and scenic links in the chain of interesting attractions."

The Rocky Mount *Evening Telegram* notes with pleasure that the Highway Commission is erecting "Welcome" signs at the state's borders and also is developing additional roadside parks. But, says the *Telegram*, something should be done about the advertising signs that line our highways.

"North Carolina has some of the most beautiful roadside scenery from Maine to Florida, but tourists seldom see it," comments the *Telegram*. "Tar Heels don't see it from the roadways, either, because it is hidden by signs advertising this and that. The General Assembly tried years ago to do something about this menace but got nowhere apparently because it didn't receive the wholehearted cooperation of the public . . . Of course our highway officials may be able to go further than we think in this matter. They can plant and sow and put in park sites, etc., and that will help a great deal. However, they can't uproot one of those tremendous signs that tell us to watch our livers or some other needless admonition without causing a great deal of trouble. And so the signs will remain until an enlightened public rises up and demands that they go."

Two notes of appreciation received recently by Chairman Jordan are worth passing on. One came from S. W. Garner of the Garner Food Company in Winston-Salem. He lauds the program for development of roadside parks. Recently, he says, "I made a trip through Alabama and Florida and I noticed particularly the roadside parks of main highways for some 2,000 miles. Our state has been very backward in this movement, and I am hoping your plans call for hundreds of small tables, etc., on all main highways in the state."

Another note came from Henry V. Koonts, retiring chairman of the board of trustees of Camp New Hope, located on Route 2, Chapel Hill. This is the Orange Presbytery's conference site, used by 70 Presbyterian churches in eight counties and also by groups from outside the Presbytery. The trustees, writes Mr. Koonts, directed that the thanks of the Presbytery be expressed to the Commission "for the splendid road leading by the camp . . . It's a wonderful improvement and a public service, and we want you and your co-workers to know how much it is appreciated."

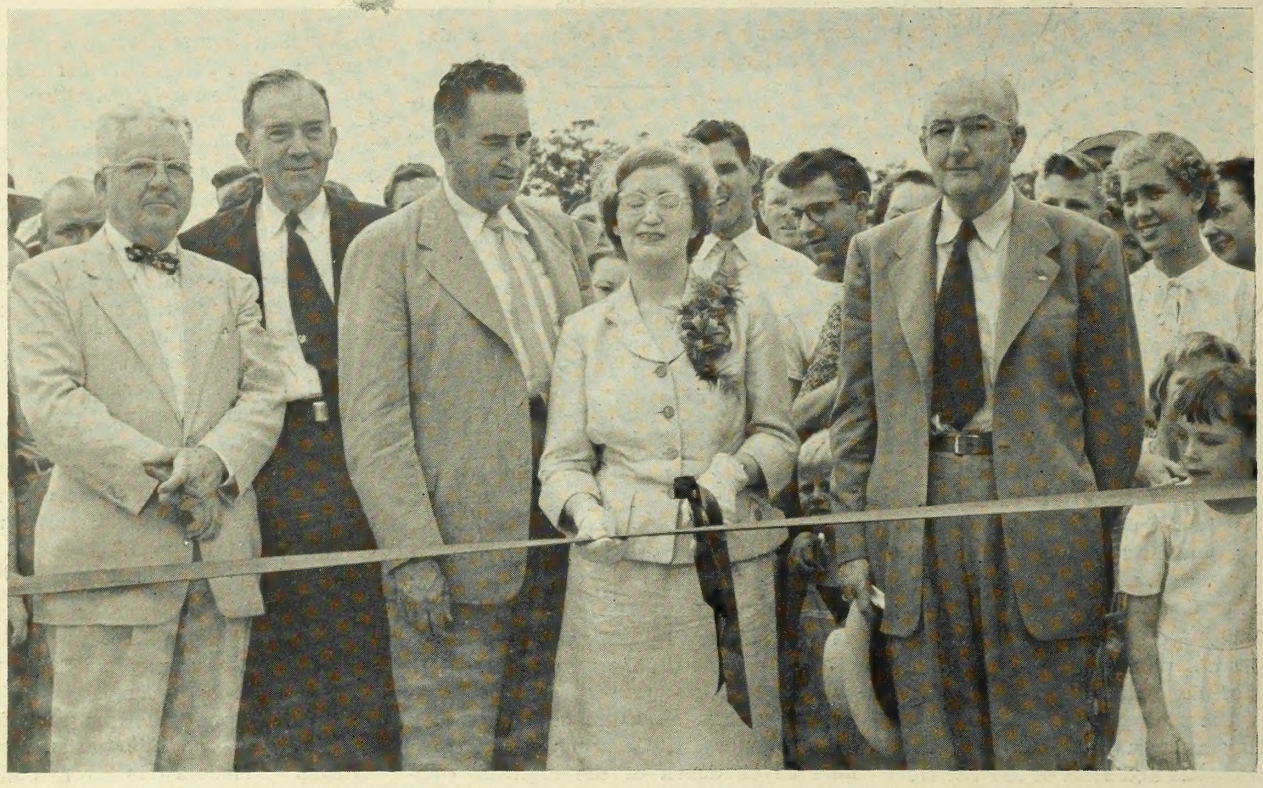
Elegance of language may not be in the power of all of us; but simplicity and straightforwardness are.

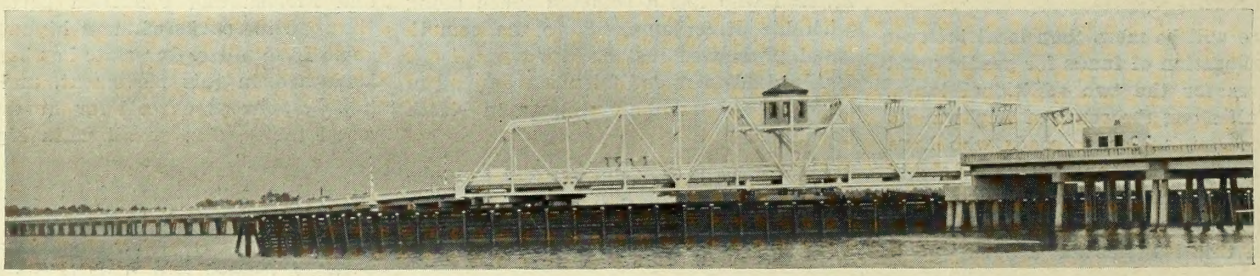
Nothing so obstinately stands in the way of all sorts of progress as pride of opinion; while nothing is so foolish and baseless.

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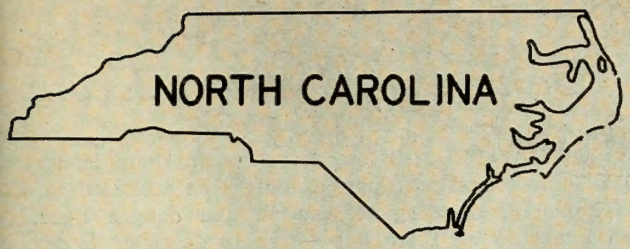
New Bern Gets A Bridge





CITIZENS of the Craven County area are proud indeed of the new mile-long bridge spanning the Neuse River between New Bern and Bridgeton. The handsome new structure, which cost nearly a million and a quarter dollars, was opened to traffic July 20 in ceremonies arranged by the New Bern Chamber of Commerce committee. Engineers and others who worked on the project were recognized.

Top photo shows Mrs. W. Guy Hargett, wife of the Second Division Highway Commissioner, cutting the ribbon at the formal opening of the bridge. Others in the picture, from left, are John G. Clark of Greenville, former Commissioner; Chairman Henry W. Jordan; Governor W. Kerr Scott; and Commissioner Hargett. Bottom photo shows the central section of the bridge, including the draw span which provides a 60-foot opening for navigation. It is estimated an average of 7,500 vehicles use the bridge daily. Roadway width is 28 feet, and the bridge has two three-foot walks for pedestrians. It is built of steel bean spans with concrete floor and rail. Bowers Construction Company of Raleigh was the contractor and J. B. Cutchin of New Bern was resident engineer.



ROADWAYS

A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION
NOVEMBER - DECEMBER, 1951

NORTH CAROLINA ROADWAYS

A Magazine for employees of the North Carolina State Highway and Public Works Commission

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Goodbye to Betsy

THIS IS THE last issue of NORTH CAROLINA ROADWAYS prepared by Betsy McMillan, who has been associate editor since the magazine started. She is now Mrs. William R. Parks, of Atlanta, Ga. Miss McMillan was married in a ceremony at her home in Raleigh on October 21. Her husband is in the Employment Department of the Lockheed Aircraft Corporation.

Margaret Burk has joined the Publications Office to succeed Betsy, moving over from Jim Burch's Statistics and Planning Division. Miss Burk is a journalism graduate of the University of North Carolina, and she formerly was women's editor of *The Carolina Cooperator.*

All of us shall miss Betsy. The magazine was her pride and joy, and it reflected her splendid talent for publications work. Hers is the credit for whatever success it has achieved as a publication for and by highway employees.

We bespeak for Miss Burk the same fine cooperation that our correspondents and others have given to Betsy. As for the new Mrs. Parks, we wish her the fullest measure of happiness and good fortune in her new duties as homemaker.

THIS MONTH'S COVER

Our cover photo this month shows a stretch of the new Thomasville by-pass on US 29 and a portion of the long motorcade which traveled the by-pass when it was officially opened to traffic. Note the access roads on either side of the dual-lane highway. The five-mile by-pass cost $1,497,700, including rights-of-way. It eliminates one of the most congested traffic situations in the state. The 25-foot strip between the roads is ditched and will be planted to grass. Each concrete lane is 24 feet wide, and the right-of-way is 225 feet. Rea Construction Company of Charlotte did a good paving job, starting in March and finishing in mid-August. (Photo by Charles Snow).

Some People Won't Learn

HIGHWAY PEOPLE long have known there is a certai class of motorists who pay absolutely no attention to safet markers. Disregarding all caution and danger signs, the speed merrily on their way—often to death or injury. An too many times it is the innocent driver who suffers.

We thought highway people who might have missed th story in the newspapers would be interested in this iten Sgt. E. W. Jones of the State Highway Patrol was reportin on a head-on collision near the Buncombe-Madison Count line in which a woman was killed.

Sgt. Jones said the vehicle which struck the car in whic the woman was riding had to pass the following sign located as indicated from the point of collision:

"Sharp Curve—Danger," 200 yards; "Slow to 20 M.P.H.," 17 yards; "Curve—20 M.P.H.," 150 yards; large red reflecto indicating dangerous curve, 75 yards; and more warnin reflectors, 50 feet."

Furthermore, the road at the crash site was marked wit double yellow barrier lines.

The woman who was killed didn't have much of a chanc against a driver roaring toward her in total disregard o such concentrated warnings. Some of our drivers still mus learn the hard way that highway signs mean just what the say.

Steel Has Gone to War

ELSEWHERE in this issue are a graph showing the shar rise in steel prices and a story dealing with the steel shortage which has reached a serious point as far as highway work is concerned.

The simple fact is that all of the steel allotted to the de partment for the last quarter of this year and all of nex year will be enough to build only those structures on which contracts were let prior to the September 27 letting. That is, *IF* we get all the steel allotted to us, as we are by no means sure that even the small allotments will come through. Thus far, they have not.

Washington apparently believes that highway construction is not essential in a time such as this. All of us could give plenty of argument against this view, of course, but it seems that considerable high-level pressure will be necessary to change the minds of the men handling economic controls.

The allotments include not only structural steel but steel used in metal and reinforced concrete culverts. The outlook for new bridges, overpasses and similar structures is very bleak, indeed. And bear in mind that out of the quota the state also must supply steel for highway and street construction, highway maintenance and all other highway purposes—as far as the limited supply of steel will go.

Curtailment of our highway program will cause some public disappointment, and we can expect mounting complaints from that segment of our population that does not understand or does not want to understand the problems we're facing every hour during our unprecedented road program. It is the duty of highway people to know these facts and be prepared to present them intelligently when such squawks arise.

Each of us can be a one-man public relations bureau in letting these facts be known whenever doubt or misunderstanding or criticism arises, from whatever quarter it might come.

Steel has gone to war!

A Message From the Chairman



NOW, WITH winter on us, is a good time to talk about roadside parks and picnic tables for use by North Carolinians and their visitors during the next tourist season.

Last January the Commission adopted a program for increasing such facilities, and our Landscape Engineer has been working on plans for providing a number of roadside parks with picnic tables, water and toilet facilities and fireplaces. There are problems involving property, construction and maintenance to be worked out. Sites must be approved by the State Board of Health. In time, we expect to offer the traveling public a number of such roadside parks on highways that carry the heaviest tourist traffic.

Naturally, because of the cost and work involved, these roadside parks will be few and far between at first. At this time, therefore, I'd like to deal mainly with the need for all of our division and district offices to try as hard as possible to increase the number of roadside picnic tables by next summer. Let me quote from the recommendations adopted by the Commission last January:

"One or two picnic tables, with refuse containers but no other facilities, will be located at intervals on the highway right-of-way along principal highways carrying heavy tourist traffic. A separate strip between the highway and parking area will be used where possible.

"Maintenance will be frequent and thorough to avoid unsanitary and unsightly conditions. Tables will be located under large trees where available and away from brushy wooded areas for sanitary reasons."

Other states with heavy tourist traffic are using roadside tables to a tremendous advantage, and there is no reason why North Carolina can not increase its services in this respect. We all know that we do not have enough roadside picnic spots in North Carolina. Quite often we get letters pointing out that other states are doing much more for the traveling public in this respect than North Carolina is doing.

There is no good reason why we can't increase our roadside picnic facilities between now and spring to such an extent that we can add greatly to our reputation as a good tourist state. The roadside parks will come eventually, but right now let's give some immediate thought to providing picnic tables for use next spring and summer. Whatever prejudice there might be against them, we know that the public demands them.

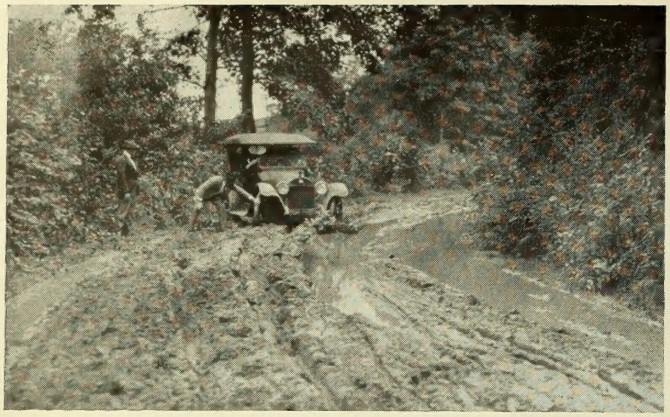
It would be good if district and division personnel would begin at once to select suitable sites and to prepare the necessary equipment for these roadside picnic spots. Each division should make every effort to add as many of these picnic turnouts as possible between now and spring.

It's not too much to suggest that each division aim at providing at least 20 to 25 additional picnic tables by spring. They will certainly bring rich rewards in good will toward our Highway Department and the state as a whole.

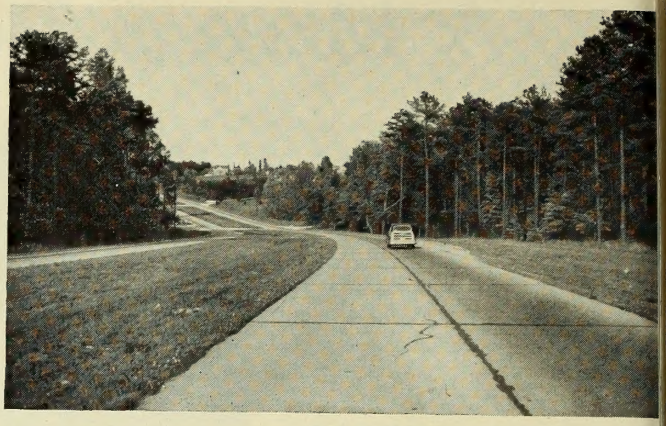
There is no better time to start than right now!

Cordially,

Harry Gardner



FROM THIS . . .



. . . TO THIS

A STORY OF PROGRESS

Roadways' Former Editor Traces the Development Of North Carolina's Road System In Last Century

By WILLIAM D. SNIDER
Editorial Department
Greensboro Daily News

THE TRANSFORMATION of North Carolina's roads from the quagmires General Sherman feared during the Civil War to the sleek highways and durable farm-to-market blacktops of today spans almost 100 years.

That century has seen North Carolina move ahead in many fields, but none can rival the revolution wrought by good roads on the day-to-day living of the average Tar Heel from Currituck to Cherokee.

As recently as 30 years ago North Carolina still was "languishing in mud and despair." Her roads were alternately dust and mud beds and her people were largely untouched by the automotive revolution. The full impact of Henry Ford's miracle-making hit North Carolina a full two decades after the turn of the century—and it hit hard.

The story of roads in North Carolina reveals the workings of many hands and the dreaming of many dreams.

Largest State System

From a meagre beginning North Carolina has built, or become custodian of, a 65,000-mile road system, stretching from the mountains to the sea. Today at mid-century this system is the largest supervised by any state in the nation. Only three other states—Virginia, West Virginia and Delaware—have direct jurisdiction over all rural roads as well as highways.

In the North Carolina transportation picture of the late 19th Century the railroad was supreme. Any roadbuilding done was carried on under a corporate or community plan with roads connecting plantations and farms. Landowners had the responsibility for building and maintaining roads running through their property and furnishing labor themselves or funds to hire it.

The road system, such as it was, comprised a few earth and plank roads, the latter constructed of three-inch thick pine logs. Private companies usually charged toll for the plank roads, and travelers often skirted the toll sections by cutting through the woods. Under regulations of the day only a few groups were excused from paying tolls. Among them were funeral processions and church-goers.

In the early days experimentation began on a simple type of highway construction. Occasionally the traveler would come across a part-earth and part-stone road with the possibility of choosing whichever segment best suited the prevailing weather conditions.

At one time there was a labor tax on roads with citizens required to donate a certain amount of their time to such work, but this proved unsuccessful. The failure of this system brought forth a proposal in 1885 by Capt. S. B. Alexander of Mecklenburg to tax property for road construction. Mecklenburg first used this plan successfully, and as a result roads there improved in quality ahead of any other section of the state. Other counties adopted the plan, and out of it came the first concrete program of public support for public roads.

About 1900 the federal government established Rural Free Mail Delivery, and this served as an incentive for good roads. In the early 1900's a Good Roads Association became active in North Carolina. The association, from the beginning, played an outstanding role in the good roads crusade which brought the automoble highways of 1921 and later years. As early as 1901 a Good Roads Train toured the nation. National promoters brought it to North Carolina and it made stops at Winston, Asheville and Raleigh, building strips of road and thus propagandizing as it made its journey.

First Highway Commission

By 1915 the state had progressed sufficiently so that all its counties participated in roadbuilding activities to a degree and some, like Mecklenburg, had fairly adequate organizations. The 1915 General Assembly authorized an appropriation of $10,000 and the appointment of a six-member State Highway Commission. Original members were Governor Locke Craig, chairman; Dr. Joseph Hyde Pratt, secretary; Prof. W. C. Riddick; Prof. T. F. Hickerson; Col. Benehan Cameron; E. C. Duncan; and Guy V. Roberts.

But the Commission had limited funds and small authority. The General Assembly's $10,000 appropriation went largely for education and promotional activities. This emphasis, however,

bore fruit in later years and set the stage for the Good Roads movement of the early Twenties.

In 1917 the General Assembly gave the Highway Commission the proceeds from motor vehicle registrations. (North Carolina levied no gasoline tax, but the number of automobiles was growing steadily.) Meanwhile, Congress passed the first federal aid highway law.

The General Assembly of 1919 ratified North Carolina's first far-reaching highway act. It created a Highway Commission composed of a full-time chairman and three commissioners and provided that all motor vehicle registration fees collected in the state be used for the construction and maintenance of roads.

This significant legislation immediately stimulated roadbuilding. During 1919 and 1920 the Commission and the counties completed 200 miles of new roadway and placed 650 more under construction at a cost of more than $12,000,000.

By 1921 the state pushed for even greater speed in roadbuilding. The result was the passage of the Doughton-Connor-Bowie Act, often called North Carolina's most important highway legislation. It created a nine-member Highway Commission headed by a full-time chairman and served by a full-time state highway engineer to supervise all roadbuilding work in the state. It gave the new Commission direct jurisdiction over 5,500 miles of roads and provided for a serial bond issue of $50,000,000, the proceeds from which were to be applied to road construction. The Legislature also levied a tax of one cent per gallon on gasoline and gave the Highway Commission broad powers of determining which roads should comprise the highway system. It also instructed the Commission to build a system of roads connecting all the county seats and principal towns of North Carolina.

Roadbuilding Era Begins

This was a big assignment and a radical departure in state policy. History shows that the issuance of bonds and the creation of a state road system paid off tremendous dividends. Under the inspired direction of Frank Page, North Carolina became the "Good Roads State." Good roads undoubtedly contributed heavily to the economic and cultural upsurge in North Carolina which helped make her one of the south's wealthiest and most progressive states.

Three months after the adjournment of the Legislature, the new Highway Commission had employed more than 3,000 men and bought one million dollars' worth of equipment. The roadbuilding era had begun in earnest.

Even as early as 1923 the results of the state's first major venture in roadbuilding appeared successful. The General Assembly of that year voted to float an additional bond issue of $15,000,000 and hiked the gasoline tax from one to three cents a gallon. In 1925 the Legislature floated a third serial bond issue of $20,000,000 and added another cent to the gasoline tax. In 1927 it issued $30,000,000 more bonds, raising the total outstanding to $115,000,000.

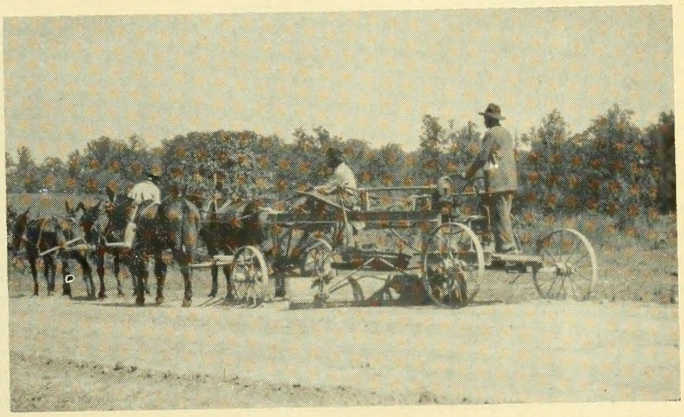
By the end of the Twenties the state which had a decade before been "languishing in mud and despair" began to experience the blessings of good roads. The new construction

(Continued on page 17)

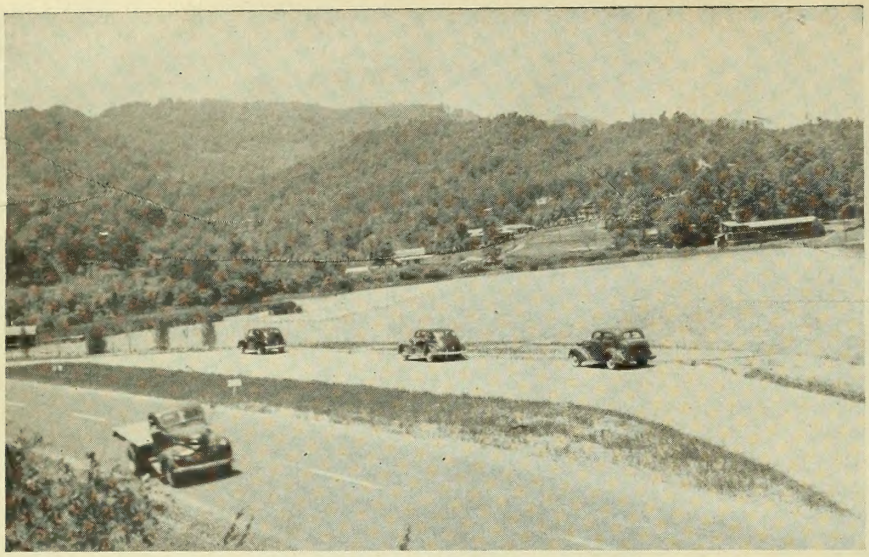


North Carolina's go-forward road program of the Twenties was such a success that visitors from all parts of the world gathered here to inspect its highways. Motorcades like the above, a 1924 Raleigh-Durham trek, were frequently-seen sights. Among the visitors were more than 200 representatives from 55 nations and five states, and the motorcades given in their honor were dubbed "Frank Page's traveling road shows". The late Irvin Cobb's comment after a hunting expedition in Randolph County during the Twenties was: "All the state needs now is a coat of paint and a press agent."





The pictures above speak for themselves in showing highway equipment changes. Left photo shows one of the first State Highway Commission trucks and to the right appears an antiquated horse drawn grader used extensively in early highway operations. Neither compares with the modern equipment of today.



Scenic turnout overlooking Lake Junaluska on US 19

Roadsides Can Be Beautiful!

Landscape Engineer Frank H. Brant Here Describes The Work Of His Department

By FRANK H. BRANT

"ROADSIDE DEVELOPMENT? Highway landscape work? Oh, you mean planting trees and shrubs to beautify the highway!"

Such a statement is not untrue, but it is incomplete. Modern highway landscape work, known generally throughout the nation as "roadside development" doesn't stop at planting trees and shrubs.

In fact, roadside development doesn't even start with tree and shrub planting. First of all comes the task of controlling soil erosion on shoulders and slopes, because when grass keeps the roadsides from washing, the highway is safer and looks better as well as being easier and cheaper to maintain.

Mother Nature is kind to North Carolina and provides a large number of native trees and shrubs, so the next step in roadside development is to select and save the best of these plants along the roadsides and clean up trash and debris from the highway right-of-way. Tree and shrub planting in the old sense of highway "beautification" is the last and very small part of highway landscape work.

It is with the broad type of program that the Commission's Landscape Department is concerned. In the 1920's various civic organizations took part in roadside plantings of trees and shrubs and the Commission set up some basic standards and regulations. However, it was not until 1933 that the Commission began to take an active part in roadside work. Definite roadside development projects were set up and financed under Federal aid highway programs and Federal relief programs of that period.

Early projects included quite a bit of tree and shrub planting, but it was soon realized that control of erosion by means of seeding was most important, and by far the greatest percentage of money spent on roadside development work during the past 10 years has gone for seeding.

When the post-war Federal aid program started, separate roadside projects were discontinued, and seeding, seeding and mulching, clean up and other roadside work was included in regular highway construction projects, although instead of being part of contract work, the roadside items are done by state forces under supervision of the Landscape Department.

In early years of the program, roadside work was financed primarily from Federal aid money, but as the value of seeding for erosion control was proven, the work gradually was performed on more and more sections with maintenance funds and betterment funds. When rain falls it doesn't play favorites, and soil washes on secondary roads just as much as on main highways.

One of the aims of erosion control is to get a grass cover quickly, regardless of season, so some roadside seeding operations are not exactly orthodox. Money is spent on temporary cover crops in the summer and mid-winter (whenever ground can be worked). Even though no lasting vegetation results from such seeding, erosion is checked quickly and the soil is held until more permanent grass can be seeded in spring or fall.

Seeding by machinery has replaced much of the hand work and mule power of earlier seeding days. This mechanization makes it possible to cover many more acres of roadside and keep seeding costs down in spite of mounting labor and material costs. Farm-type tractors, seed drills, limespreaders, soil pulverizers and the like are put to good use on the roadsides, and the latest additions to equipment are mulching machines which blow mulch material (hay, straw, roadside cuttings) on roadside slopes, thus replacing the tedious hand placing of the past.

In the spring of 1951 something comparatively new was added to the Landscape Department's program—the responsibility for designing and building more roadside parks and locating more roadside picnic tables. Some folks say that North Carolina has been "backward" in regard to roadside parks, but really we have just been "behind" other states because there has been so much other basic work like roadside erosion control to take care of first. But by next summer the Landscape Department, working in close cooperation with division personnel, hopes to have quite a few more roadside parks (now five parks) and picnic tables (now approximately 40 tables) ready for highway travelers.

Included in the recent policy and program on roadside parks and other roadside areas are scenic turnouts. Several of these have already been built at points where there are fine views of mountains, lakes or waterfalls.

Landscape Department and Sign Department men had a get together recently to locate and erect "Welcome to North Carolina signs on U. S. highway routes at the state lines. Grading, seeding and cleaning up the roadsides nearby will also make the state entrances more attractive.

Personnel in Department

Who is responsible for all this work? Two assistant lanscape engineers, W. R.

Phelps and R. W. Snell, along with Stenographer Clerk Miss Irma Callahan and Accounting Clerk Worth Sorrell make up the Raleigh office staff. These employees, in addition to handling routine matters common to all Commission departments, have the duties of handling computations, estimates, specifications, cost records and other paper work connected with Federal aid roadside development work (a task of no small proportion in itself). They also keep materials such as seed and fertilizer on order which is tested and supplied to field warehouses, prepare planting plans, make periodic inspections of field work and give assistance to field personnel on operational problems.

Field operations of the department are decentralized. Five assistant landscape engineers are located throughout the state and each is assigned to two highway divisions. These men—J. W. Fuller, D. B. McMichael, D. R. McMichael, J. A. Saunders and J. B. Verner—are all men of long experience. Most of them were project superintendents in the early days of the department's operation and have "grown up" with the department. They work closely with division engineers and other division personnel, and working under only general standards set up for roadside development work have much freedom of action as well as the responsibility for getting highway landscape work done where it will do the most good and in the most effective and economical manner. They work in cooperation with the Construction Department on drainage matters in relation to erosion, on topsoiling salvaging, saving of trees during construction and in getting as far as economically possible a streamlined appearance to roadside slopes. On right-of-way matters involving trees, shrubs and lawns they work with right-of-way engineers. They plan landscape development of grounds around Commission offices and other buildings. Then they also give general supervision to the work of the department's landscape supervisors.

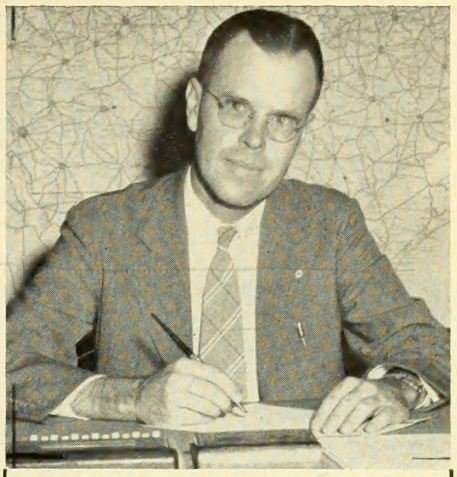
One supervisor is assigned to each division. In the usual division order they are: J. R. Felton, P. D. Holland, W. E. George, A. D. Johnson, H. C. Miller, R. H. Baker, L. D. N. Marion, E. C. Orr, A. H. Allen and H. A. Coggins. Another landscape supervisor, H. K. DeVere, an expert in plant moving and care, has no distinct territory but is assigned to special planting jobs or to help handle peak loads of erosion control work as they arise in various divisions.

The landscape supervisors, also working very closely with division and district personnel, have the responsibility of seeing that work crews doing erosion control work are using the right kind of seed and fertilizer and are using seeding equipment properly to get a quick good cover of grass to check erosion. They are the wheel horses in the big seeding program and have to call on lots of their experience and initiative to keep the wheels rolling and grass and fertilizer going into the ground on schedule.

Also part of their work is saving of desirable trees and shrubs during right-of-way clean up, tree-trimming work to open sight distance or give overhead clearance for big buses and trucks and transplanting trees and shrubs that are in the way of highway construction.

In a way a Landscape Department employee is a jack of all trades. He's sort of a combination landscape architect, engineer, farmer, diplomat, mechanic and bookkeeper. If you see him looking up at a steep cut slope and scratching his head, he's trying to figure out how in blazes he's ever going to get grass growing there. Dressed up in his Sunday best, he's probably headed to some club meeting to explain why the club can't plant rows of pines on the edge of a five-foot shoulder. The seeding equipment now on the market was designed for farm use and not for the peculiar conditions of soil and slope found on roadsides, so most any time you may see a Landscape Department employee and an Equipment Department employee with their heads together over

(Continued on page 16)



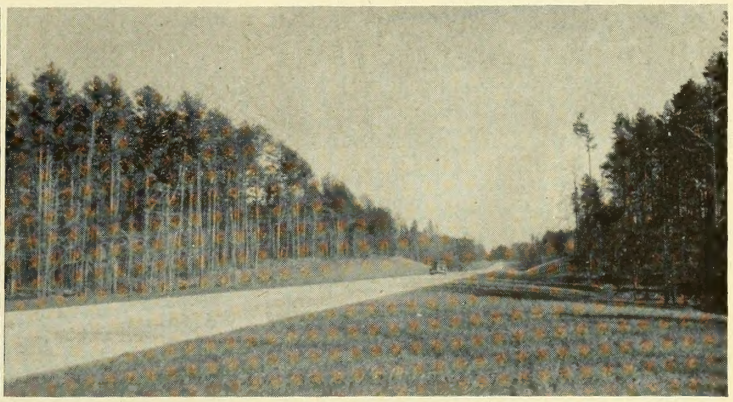
FRANK H. BRANT

Frank H. Brant, head of the Commission's Landscape Department, is a real specialist in his field. A native of Youngstown, Ohio, he graduated in landscape architecture from the University of Wisconsin in 1927. Then followed four years of work with various midwestern landscaping and architectual firms. In 1931 Brant joined the Wisconsin State Highway Commission as landscape architect.

About 1935 the North Carolina Commission began looking around for a man to head its newly-formed Landscape Department. Upon recommendation of Wisconsin's Director of Regional Planning, M. W. Torkelson (a good friend of North Carolina's General Counsel at that time, Charles Ross), Brant got the job and was "imported" to the Tar Heel state. Today his department employs 20 persons and supervises landscaping work in all divisions of the state.

Mr. Brant is married to the former Dorothy Lambeck of Milwaukee and they have three children.

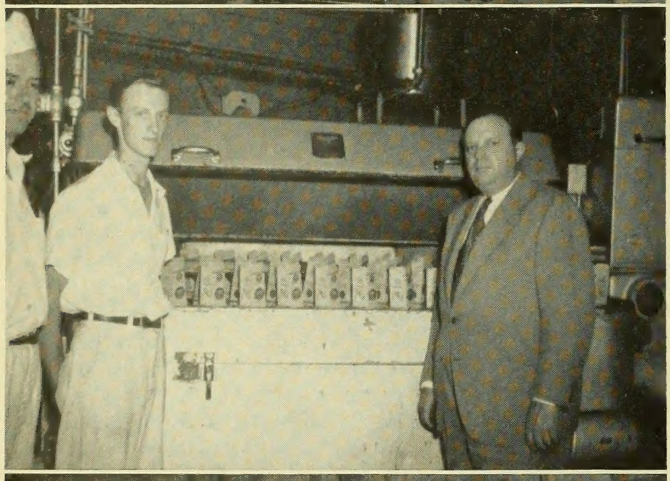


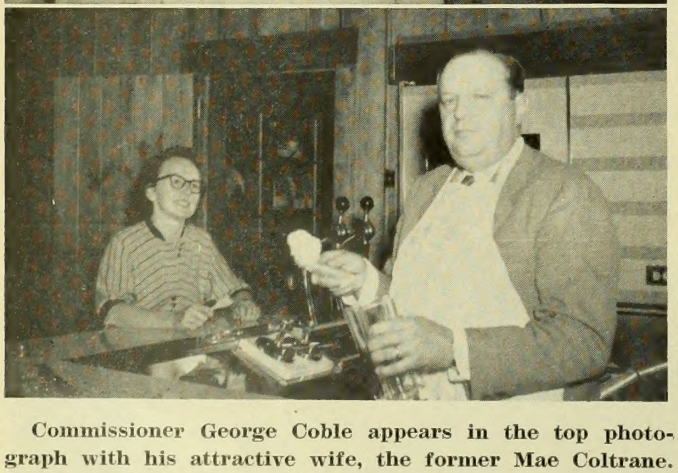


North Carolina's roadside COULD be as junky looking as exemplified by the left photo — if it weren't for the Commission's never-tiring Landscape Department. Good example of what the department can do appears in the right photograph taken on US 64 near the Siler City by-pass.

Sixth Commissioner George Coble Is Owner of Coble Dairy Empire







Commissioner George Coble appears in the top photograph with his attractive wife, the former Mae Coltrane. Portraits in the background are of their two children — Georganne and Edgar.

Two Coble Dairy employees pose in the second picture with their boss who in 17 years parlayed a bankrupt five-employee dairy into the going concern it is today.

George Coble proves to his wife in the bottom photo that he can dish out ice cream as well as produce it. The picture was made at the Coble's fully-equipped soda fountain located in the family's "cabin".

GEORGE COBLE says he is running a clippitty cloppin' "Mule Train" through his Sixth Highway Division. And the fast pace kept up by rootin', tootin' highway forces in the Sixth during the secondary road program indicates that Coble's Mule Train is right on schedule—even ahead of time.

But then the Sixth's state-leading paving record is exactly what you'd expect from a division headed by a man like Coble whose driving force shows up in every activity he undertakes. Take for example his main line of work.

Back in 1934—his only tangible asset a small bankrupt dairy in Lexington—Coble began dairying in earnest. Today Coble Dairy Products, Inc., is a mammoth organization that employs 1,046 persons and consists of 30 receiving and processing plants in North Carolina, Virginia, South Carolina, West Virginia and Florida. It is the largest of its type south of Pennsylvania. "Coble's Ice Cream" is a byword with the eating public.

But let's go back in the years and bring the life of Dairy Magnate-Highway Commissioner George Stanley Coble up to date.

George Coble was born on November 3, 1908, son of Samuel E. and Georgiana Stanley Coble, on a Randolph County farm near Climax. He was one of eight children. When he was five, the family moved to a Guilford County dairy farm. Here young Coble worked during his childhood days and got his first insight into dairying. He graduated from Guilford College High School and in 1924 and 1925 attended North Carolina State College where he took courses in dairying. Afterwards he acted as superintendent for several local dairies.

It was while Coble was working for one of these dairies—Northstate Creamery in Burlington—that he first became connected with Kerr Scott, then Alamance County's farm agent in Burlington. The two helped organize a Jersey calf club, then the largest in the world.

The year 1934 arrived and Coble bought the bankrupt Piedmont Dairy in Lexington. He began operations on November 18 with only five employees. His equipment consisted of a 200-gallon pasteurizer, a small bottle washer, a hand separator, a compressor and a truck. The first day's output was 11 gallons of milk—and they thought that was real production.

That's a far cry, though, from the present 100,000 gallon daily output in milk alone that flows out of the Coble Dairies. What's more, the organization also now produces cottage cheese, butter, all types of milk including powdered and condensed, Cheddar cheese, ice cream of all varieties, whip cream, fancy mold, Eskimo pies—and at that the list isn't complete.

Today, also, the company, with a two and one-half million dollar yearly payroll, has 500 trucks that shuffle back and forth between the Lexington headquarters and the company's receiving and processing plants scattered in five states. Annual sales reach the 20 millon dollar peak.

There is also a body shop at Lexington that builds and maintains the refrigerated trucks for the company.

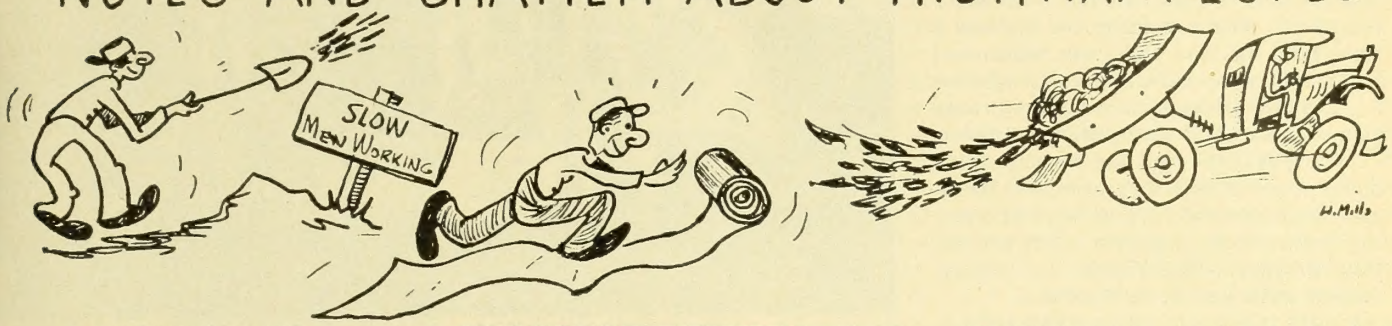
Active In Other Fields

You would think that piloting the Coble Dairy enterprise and supervising highway activities in the Sixth Division would take up all of George Coble's time. But not so. His dynamic enthusiasm spreads also to civic and organizational fields.

(Continued on page 18)

TAR WHEELS

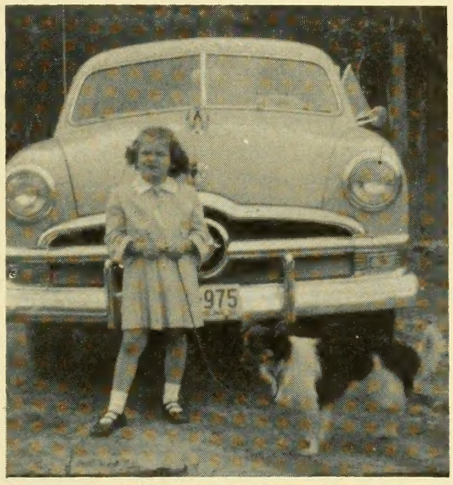
NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



DIVISION ONE

O. R. COBB (see accompanying photo) retired recently from his job as First Division blacksmith in the Third District . . . His service with the Commission began in 1932 and he was located at the Weldon shop for 19 and one-half years . . . He was also "boss" of Storehouse 170 at the district headquarters and was general handy man . . . Fellow employees fondly call him "Peachey" and had many fine things to say about him on his retirement . . . They particularly remembered that he was always the first to be on the job in the mornings and the last to leave at night . . . His many "extra" considerations extended to keeping fires going when gangs did snow work at night . . . The First Division wishes Mr. Cobb well in his future activities.

FOUR SETS of proud parents in the division are *Mr. and Mrs. M. C. Liverman, Mr. and Mrs. D. D. Aycock, Mr. and Mrs. J. W. Nowell* and *Mr. and Mrs. E. M. Snow* . . . The cute young miss with the dog in the picture on this page is *Sandra Copeland*, daughter of *Section Foreman J. E. Copeland* of Ryland.

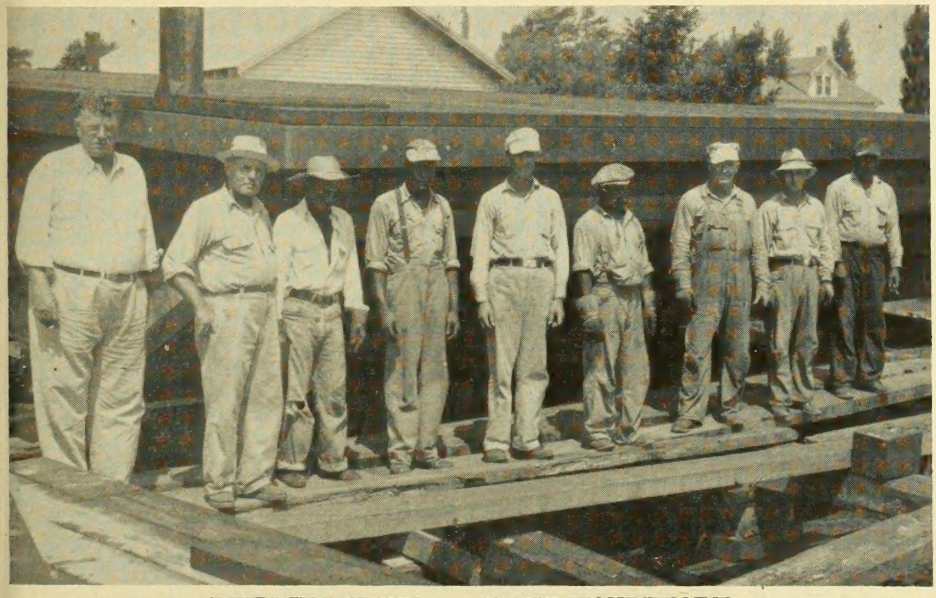


SANDRA AND PET

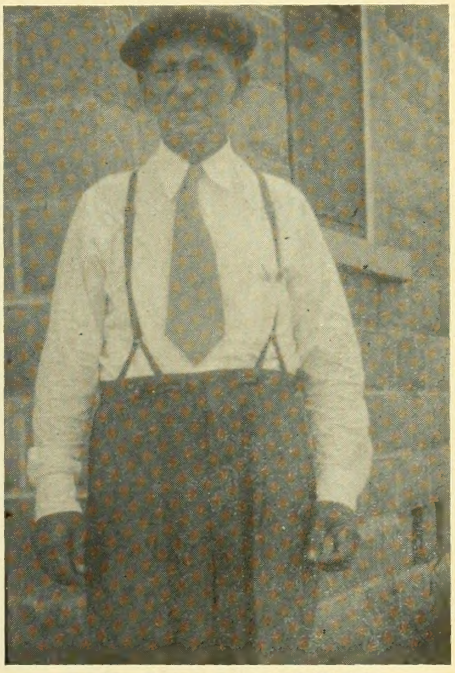
SYMPATHY is extended to *District Engineer George K. Mack* of Elizabeth City in the recent death of his father.

BRIDGE FOREMAN J. G. TWIFORD'S building crew pose in the accompanying photograph before a piece of their handiwork . . . It is a barge used for mounting a pile driver . . . *Raymond E. Thomas* is second from the left in the photo . . . *Robert Edwards* of the Equipment Department was on hand to snap the picture.

OPENING of the newly-paved road from Nags Head to Oregon Inlet came just in time to suit fall fishermen in the area . . . As a local writer put it, "now sports fishermen who used to have to bounce along eight miles of rough sand trails can zip to fishing spots at the Inlet in a matter of minutes" . . . Completion of this road leaves only one sand trail link on the 62-mile route from Nags Head to Hatteras Village.



BUILDING CREW . . . THEIR HANDIWORK



O. R. COBB . . . RETIRED

DIVISION TWO

NOT LONG AGO the Second Division announced the completion of the handsome new Neuse River bridge at New Bern . . . Now the division comes along to announce the completion of another bridge over the Neuse River—this time the King Street bridge at Kinston which was officially opened to traffic on September 26 . . . The new structure replaces a span built in 1914 that was condemned in 1930 as being unsafe to carry vehicles . . . The new bridge is part of a long range plan to route US 70 traffic around Kinston.

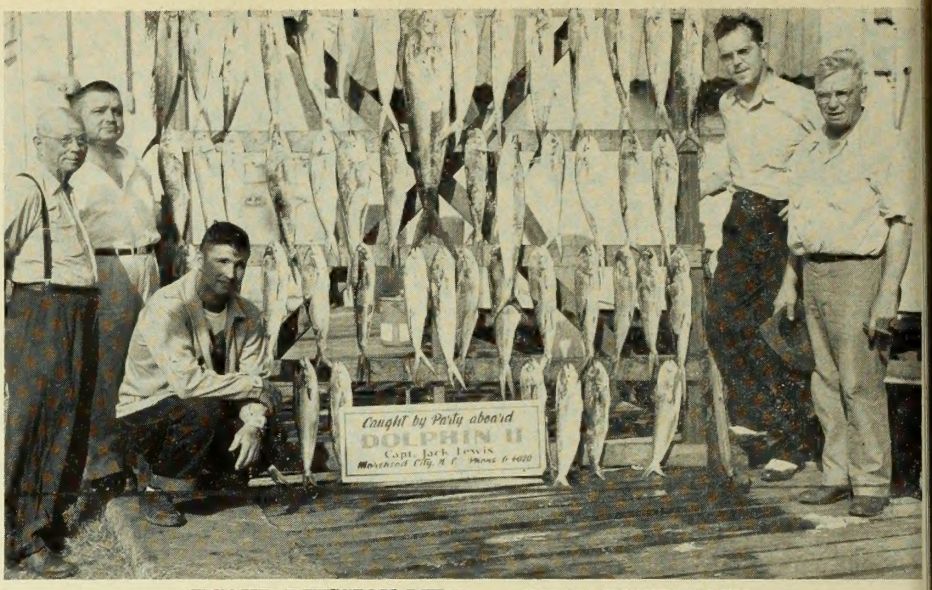
THE SECOND send the accompanying photo as proof that they have real fishermen in the division . . . Left to right standing beside their extensive catch are *Roland Thigpen, Jesse Lewis,* his nephew, *Jimmie Britt* and *L. F. Waters.*

EQUIPMENT DEPARTMENT employees on the recent sick list were *W. L. Clark, C. L. Gray, W. P. Jenkins* and *A. J. Williams, Jr.* . . . *N. E. Ward,* formerly on the sick list, has returned to work.

A MISS AMERICA show was held in the Second Division recently . . . The entrants were the "beauties" in the picture on this page who are Pitt County employees in disguise . . . Left to right they are on the front row *B. T. Joyner, Johnnie Pollard, G. A. Taylor, Jr.* . . . On the back row are *O. C. Boyd, L. C. Bunch, Bob Jones, Horace Vincent* and *J. G. Gibbs* . . . The event took place at a meeting of the Employees' Association unit which also enjoyed a barbecue supper . . . *Otis Banks* addressed the 125 persons present . . . *Ann Askew* planned the program.

THE NEWLY WEDS whose picture appears here are *Mr. and Mrs. Robert Jones* . . . The groom is an employee in the Road Oil Department at Greenville and the bride is the former Jean Cutrell.

TWO RESIGNATIONS in the division recently included those of *F. B. Pully* and *L. T. Lewallen.*



SECOND DIVISION MEN . . . REAL FISHERMEN

COMMISSIONER W. GUY HARGETT met this fall with commissioners of Tyrrell and Washington counties to discuss mutual road problems . . . The meeting was held at the Washington County prison camp headed by *R. L. Harris* and where a large canning plant is located . . . *Division Prison Supervisor P. E. Mallison* and *Right-of-Way Engineer J. G. Gibbs* also attended the meeting.

THE COMMISSIONER also met for a similar meeting with the commissioners of Craven and Pamlico counties . . . Hargett appears in the accompanying picture with *Pamlico County Chairman C. T. Fentress* and *Craven Chairman George W. Ipock* . . . Also at the meeting held in New Bern were *Division Engineer R. Markham* and *District Engineer R. A. Pollock.*

DIVISION THREE

DISTRICT ENGINEER R. V. BIBERSTEIN is on the newly wed list . . . He was married recently to the former *Mrs. Ellis R. Dees* in a quiet home ceremony at Burgaw.

FIFTY MEMBERS of the Bladen County association enjoyed a barbecue supper this fall . . . Wives of employees were also invited to the event held at the White Lake Equipment Shop . . . The ladies said they would like to be invited again.

NEW PARENTS among Third employees are: *Mr. and Mrs. H. A. Horrell,* a son, on September 21; *Mr. and Mrs. R. E. Hubbard,* a son, on September 3; *Mr. and Mrs. J. D. Bannerman,* a daughter; *Mr. and Mrs. Clifton Kinlaw,* a daughter, in September; *Mr. and Mrs. R. M. Edmund,* a daughter; *Mr. and Mrs. A. C. Cox,* a son.

OVER IN BRUNSWICK COUNTY the Maintenance Department boasts a new office building, filling station and tool shed.

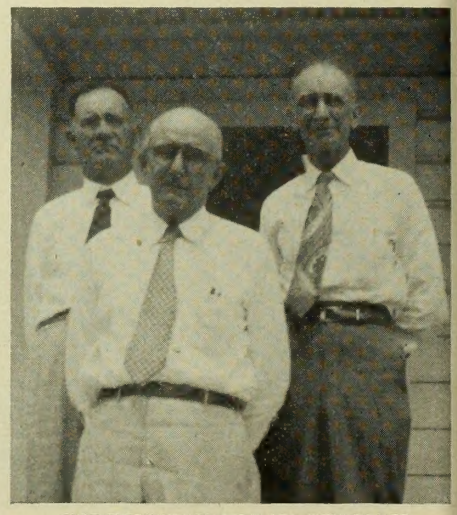
THE THIRD DIVISION employee who appears in the picture on next page is



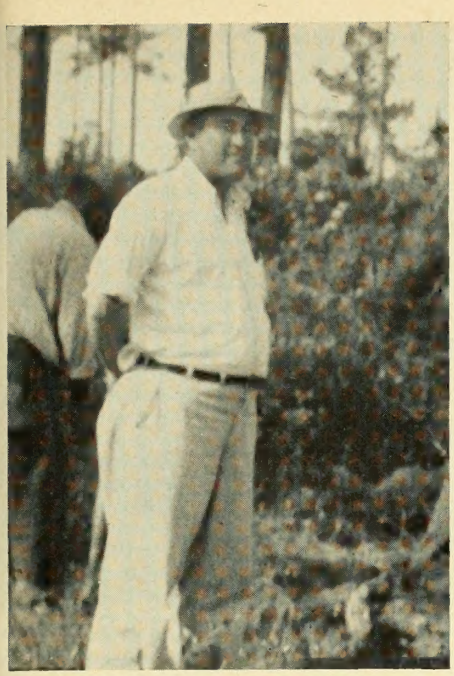
A "MISS AMERICA" SHOW



THE JONES . . . NEWLY WEDS



COMMISSIONERS IN SESSION



MILTON W. WAGSTAFF

Milton W. Wagstaff, gang foreman in Pender County . . . He bears the distinction of being the first Pender County person to volunteer for service in World War II.

THOSE on the sick list were: *John E. Powers* who was a patient of Pender Memorial Hospital in Burgaw; *Jack Rivenbark*, mechanic at Burgaw; *J. T. Jackson*, welder at Fayetteville, who was in Highsmith Hospital following an operation; and *D. L. Hewett*, maintenance employee in Brunswick County.

SYMPATHY is extended to *Arthur and H. E. Caison* in the death of their father.

DIVISION FOUR

A FUQUAY SPRINGS farmer, *Roy L. Phelps*, entertained a number of highway employees at a barbecue and brunswick stew supper recently . . . The event was staged in appreciation for the newly completed road from the Cecil Beck farm to Wilson.

FOURTH DIVISION employees send speedy recovery wishes to their engineering boss, *T. J. McKim*, who suffered a stroke . . . Latest reports say he is much improved.

OTHER FOURTH employees who have been sick are: *Preston Lane* (Location Department) whose arm was hurt while he was on the job; *J. T. Ballance* (Equipment Department) who fell while working at the Division Shop; *A. W. Fowler* (Road Oil Department) who is recovering from an operation; *Clarence Moore* (Soils Laboratory) who had a fractured arm; *Hersel Buddy Smith* who had a broken neck.

CONGRATULATIONS to the following new parents: *Mr. and Mrs. T. R. Koonce* (the former is with the Construction Department); *Mr. and Mrs. L. L. Sellers* (Road Oil Department); *Mr. and Mrs. William Harrell* (Prison Camp 406); *Mr. and Mrs. Hersel Smith* (Equipment Department).

WE CONTINUE to hear about vacation trips . . . Right now it seems like a long time ago but just for the record, here are some late vacationists: *E. A. Crump*, Mississippi; *T. J. McKim*, New York City; *T. D. Grantham*, beach.

AND A NUMBER of Fourth employees were on hand to transact business of the association convention at Nags Head . . . The list includes *Bernice Benton, Reslie Hill, Buddy Smith, W. R. Dew, E. A. Crump, R. W. Dawson, J. V. Walters, Paul Chalk, F. M. Edgerton, J. A. Mitchell, Frank Edwards, J. E. Delbridge, Henry Wiggins, T. C. Gupton, L. O. King, Jack Yount, Clarence Pearce, R. W. Moore.*

SOME of the employees who spent sojourns at summer Army camps were *S. F. Holmes, Gray Lamm, Ivan Hardesty, Eddie Jones* and *Milton Burnette.*

WILSON headquarters employees welcomed a surprise visit from *J. J. Cole*, now up and about after an illness.

CONGRATULATIONS to *L. C. Brown*, recently married.

SARAH DILLON of the division office visited Michigan several months ago to see her ill grandmother.

C. E. CLARKE, former resident engineer, has resigned from his duties with the Commission.

DIVISION FIVE

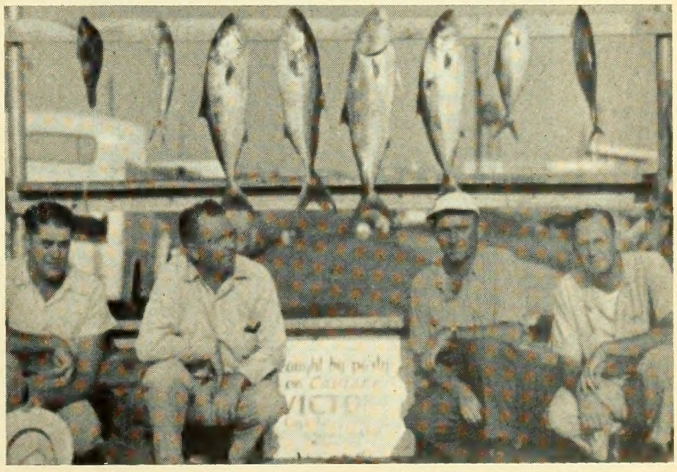
OFFICIAL highway and bridge opening ceremonies continue to be held in all parts of the state . . . One of the Fifth Division's recent openings (in addition to the Durham by-pass described in the "What's New" column) was that of the US 29 stretch between Reidsville and Danville, Va. . . . Officials from both the North Carolina and Virginia highway departments took part in the ceremonies held on September 24 by the Reidsville and Danville Chambers of Commerce . . . After the ribbon cutting and usual speeches, the party was entertained at the Danville Country Club Inn at a luncheon and reception . . . The new relocated highway, one of the many improvements now under way on US 29 in North Carolina, replaces one originally built in 1922 . . . *W. W. White* of Greensboro was a member of the party which built the original road.

THE FIFTH DIVISION sends the accompanying photo in which members of a recent fishing party display their catch made on a trip out of Morehead City . . . Left to right are *H. C. Fox* of the Southern Railway; *L. H. Gunter*, district engineer at Graham; *Walter Pugh*, road oil supervisor at North Wilkesboro; and *W. W. White*, district engineer at Greensboro.

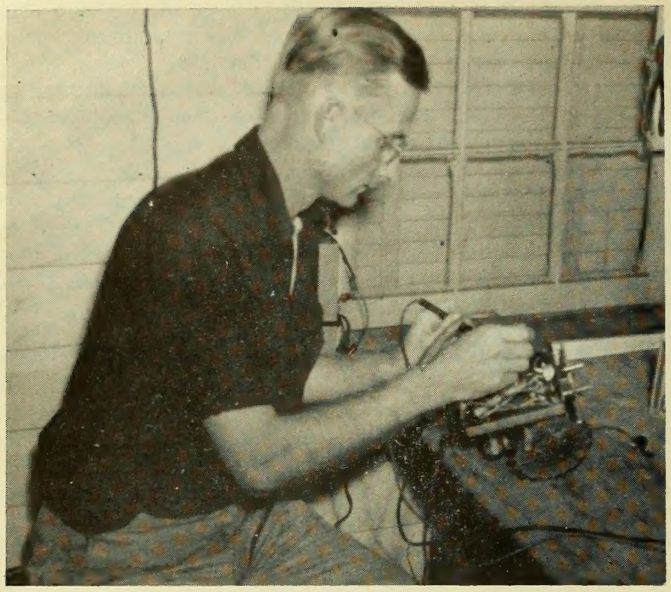
THE OTHER FISHERMEN, also shown in the picture on this page, are *Ira O. Cooke, Capt. Morris* of Atlantic, *Dan Blalock, Bob Greason, Curtis Womble* and *Vernon Spoon* . . . The men made their haul at Drum Inlet.

BY THE TIME you read this *J. W. Jenkins* and *J. W. Fuller* will have moved into new homes.



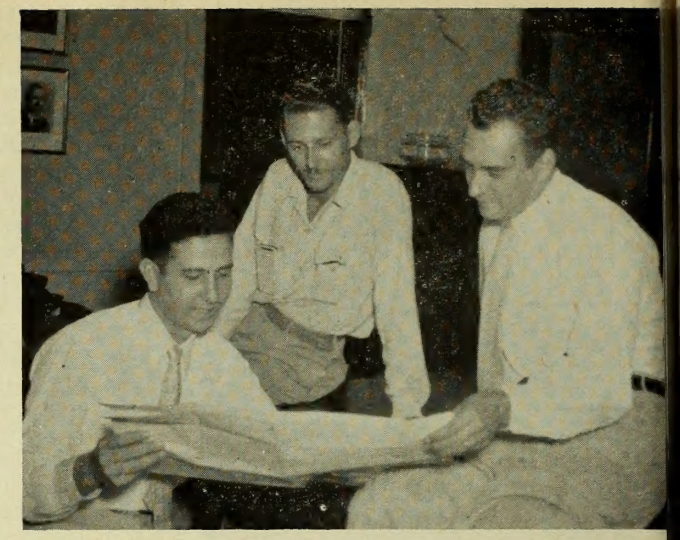


THE FIFTH DIVISION HAS EXPERT FISHERMEN TOO



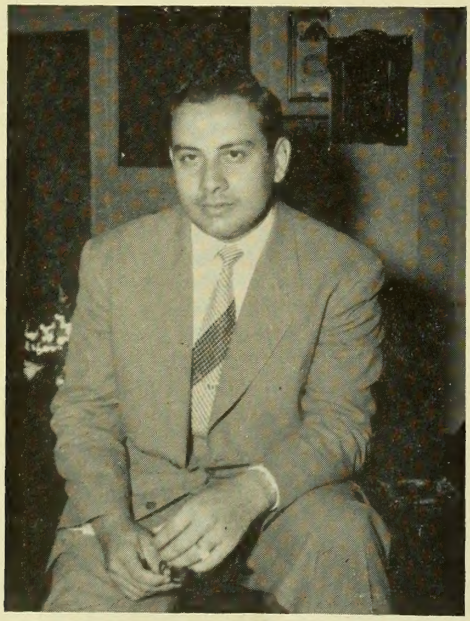
Stacy H. Bolton, foreman in charge of the Division Three Laboratory, is a radio repairman in spare moments. He has a well equipped work shop at his home near Autryville and services radios for friends and neighbors. Radio work has been a hobby of his for six years.

Stacy is also active in community affairs. He is director of the young people's group at the Autryville Baptist Church and fills in often as teacher of the adult Sunday School class there. He was the best all-round sportsman for the Roseboro High School in 1937 and for two years played semi-pro baseball.



South of the border visitors to North Carolina highwa headquarters recently were the three men pictured abov Left to right, they are Bolivar Marquez, Jr., of Panam Jean Manuel Valdes of the Dominican Republic and Manu Molina of Panama. The trio, who work for the highwa departments in their respective countries, were among 5 foreign visitors sent to learn about the American way building roads. Their sponsor for the training course wa the U. S. Bureau of Public Roads.

HIGHWA



Turan Alpdemir, a native of Istanbul, Turkey, has called North Carolina home during the past year while studying our roadbuilding techniques. He is one of 20 citizens of his country brought to the United States under sponsorship of the Economic Construction Administration.

Turan is a highway engineer in soils work in his own country at its capital, Ankara. "There is a great difference between North Carolina's highways and those in Turkey," Turan said. "In Turkey we use mostly the cheaper pavements because traffic is not very heavy."

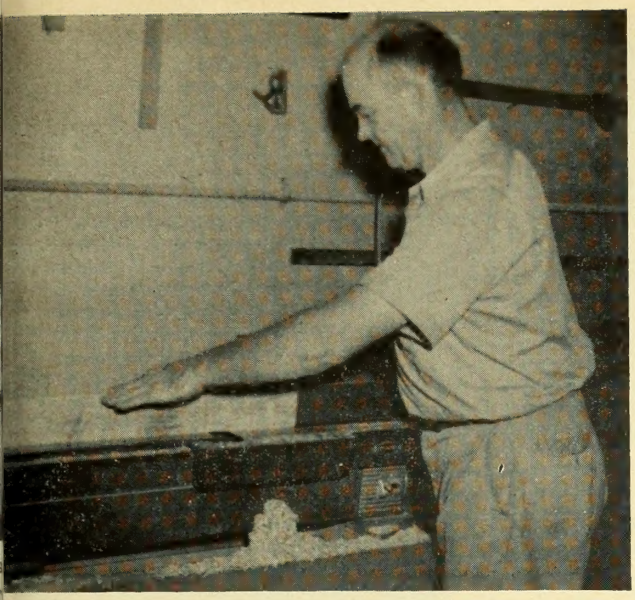
He is a civil engineering graduate from the Turkey Technical University in Istanbul and learned to speak English last fall.

A striking looking 27-year-old bachelor, Turan enjoyed the lighter side of life, too, while on his visit. He found the American girls much to his liking but says there are pretty girls in all countries.

OTHER LATE VACATIONISTS were: *John Lee McPherson* (Miami); *L. H. Gunter* (Philadelphia and New York City); *Nancy Moore* (Wanchese); *J. B. Taylor* (Fontana); *L. H. Wilson* (Miami visiting his son); *Mrs. J. L. Mateer, Jr.* (Rockville, Md. and Washington); *Mrs. Helen Pringle* and daughter, *Penny* (Martinsville, Va.); *Mr. and Mrs. B. F. Vaughan* (Ocean Drive); *J. H. Poole* (fishing); *W. W. Tilley* (Carolina Beach); *A. B. Wheeler* (home); *M. T. Adkins* (Long Beach); *Foreman G. M. Shelton, Gang Foreman J. W. Barts, Gang Foreman J. D. Gwynn, Section Foreman W. B. Witty, Foreman J. C. Bryant,* all of Caswell County who went to the mountains; *Foreman T. H. Grubb* (Georgia); *C. E. McLeod* (Florida) . . . Others (we do not know their destinations) were *J. I. Lynch, Jr., R. L. Hickerson* and *Estelle Wiley.*

P. L. WELCH and *W. W. White* attended the Society of Engineers' convention at Asheville and while there enjoyed golf at the Beaver Dam course and inspected road work in progress between Asheville and Mount Mitchell.

CONGRATULATIONS to the following newly weds in the division: *H. R. Hicks*



V. M. Blackburn, above, is one of the most able "Mr. ts" in the Eighth Division. A sign painter with the nth's headquarters in North Wilkesboro for five years, woodworking talents run from making most of the iiture in the division and district offices to screen doors equipment for prison camps. He was even called on e to make a wooden leg for a prisoner in the area!



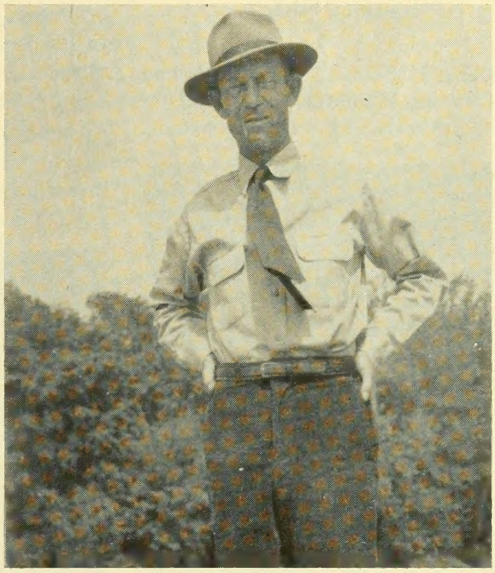
J. I. (Uncle Jimmy) Morris of Walkertown points to Forsyth County where he first began road work back in 1906. Today he is still active as the Highway Commission's maintenance supervisor for Davie, Forsyth and Stokes counties.

Mr. Morris was first a prison guard in the days when each county supervised its own prisons and road work. Six mules pulled the primitive road machines used and prisoners were chained together at nights in their sleeping tents. Later he became superintendent of prisoners and assistant superintendent of construction and maintenance in Forsyth, considered one of the best equipped counties in North Carolina when the state took over county roads and added Mr. Morris to its staff in 1931.

PEOPLE

Hugh Spruill, bridge tender on the Roanoke River bridge at Williamston, recently celebrated two anniversaries. One was the completion of 25 years' service with the Highway Commission on October 15 and the other was the completion of 20 years' service as weather observer for the Weather Bureau at Williamston. Mr. Spruill carries on the two jobs simultaneously, but receives only token pay for his weather duties.

He is quite proud of "his" bridge. When the bridge was reconstructed in 1948, the contract called for the bridge tender to receive 30 days' instruction in its use. But Spruill was so familiar with all its workings that no instruction at all was necessary.



who was a former pan operator and narried *Frances Jones; C. B. Rowland,* ruck driver in Caswell County (he just nnounced his marriage of 16 months go but we feel he still belongs in this roup); *Julia Brown* who is now *Mrs. alvin Warren Howard.*

IN PERSON COUNTY employees were eted by *Louis Long* at a barbecue and runswick stew supper.

THOSE passing out cigars were: *Sam Anderson,* motor grader operator in Alamance; *Charlie Sanders;* and *Don Huffman* of Graham.

THE FIFTH has a number of social occasions to report . . . Durham district employees enjoyed a barbecue supper cooked by *Giles Crutcher* . . . Among those attending the event held at Currin Lake outside of Oxford were *J. W. Jenkins, Paul Welch, D. B. Thomas, J. H. Proctor* and *C. W. Crissman* . . . A large share of the credit for the affair also goes to *J. A. Barber,* Granville County prison superintendent.

NEW OFFICERS were elected at the annual employee convention held in Roxboro . . . They are *C. W. Crissman,* chairman; *B. F. Vaughan,* co-chairman; *Margie Sanders,* secretary-treasurer.

DURHAM COUNTY employees also had a barbecue—this one prepared by *R. C. Hudson.*

OTHER new association officers in the Fifth follow:

(Caswell County) *Marshall C. Dailey,* chairman; *W. B. Witty,* vice-chairman; *C. E. Murphy,* secretary-treasurer; *J. A. Wrenn,* convention delegate; *J. W. Hooper,* alternate delegate.

(Alamance County) *J. B. Taylor,* chairman; *T. G. Morton,* vice-chairman and delegate; *S. H. Jordan,* secretary-treasurer; *I. O. Cooke,* alternate delegate.

BY THE TIME THIS REACHES PRINT we hope the following will be improved in health: *J. H. Lunsford,* section foreman in Caswell; *Resident Engineer C. D. Brittain* of Graham; *W. A. Laws,* motor grader operator in Durham; *Giles Crutcher* of the Durham district; and *Willie Cole.*

HERE'S a bit of family news: *James M. Scott,* son of *Bridge Maintenance Superintendent K. R. Scott,* has joined the Air Force . . . James is a former employee in the Engineering Department . . . *Roy Beard, Jr.* took part in maneuvers at Southern Pines.

G. P. HOGAN has transferred from Graham to the Durham district as resident engineer . . . *James B. Clark* of the Right-of-Way Department recently moved from Haw River to Durham.

DIVISION SIX

THE SIXTH HIGHWAY DIVISION had a part this past summer in making "Exercise Southern Pine" a success . . .



RENEGAR AND COMPANION



SIXTH DIVISION SIGN . . . USED IN MANEUVERS

Lt. Gen. John R. Hodge, Army maneuver director, had this to say in a recent letter to *Division Engineer T. G. Poindexter:* "I want to extend my thanks for the part you played in contributing to an usually fine safety record (during the maneuvers). I have had occasion to note your very effective signs on Highway No. 1 where No. 27 enters into it at Cameron, and I know they have helped to make our 'no accident' record at that dangerous corner possible" . . . One of the signs mentioned is shown on this page, photograph courtesy of the Army . . . Erection of the signs was necessary because heavy military traffic passed through the area during maneuvers.

SUPERINTENDENT W. H. RENEGAR of Prison Camp 608 at Asheboro appears in the accompanying photo with his dog, "Boy," a constant companion.

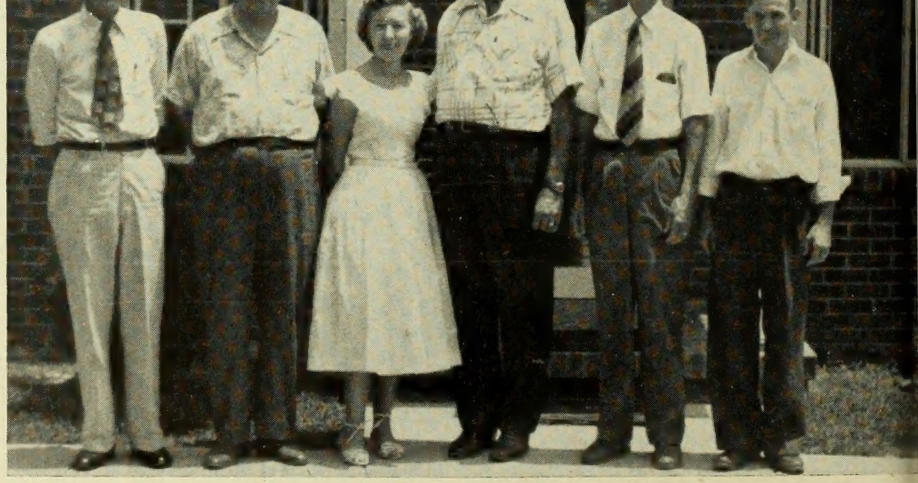
TWO SETS of Sixth Division new parents are: *Mr. and Mrs. Luther H. Berrier,* a daughter (Mr. Berrier is soils investigator for the division); *Mr. and Mrs. Leroy Hoover,* a daughter (Mr. Hoover is a gang foreman in Randolp County) . . . *Bridge Maintenance Supervisor E. B. Tomlinson,* on the other hand is a new grandpop . . . The "young one" is Sally Margaret Tomlinson, born o September 25.

FOREST MASHBURN of the Road O Department is newly married . . . Th event took place in the late summer . . His bride is the former *Virginia Clapp.*

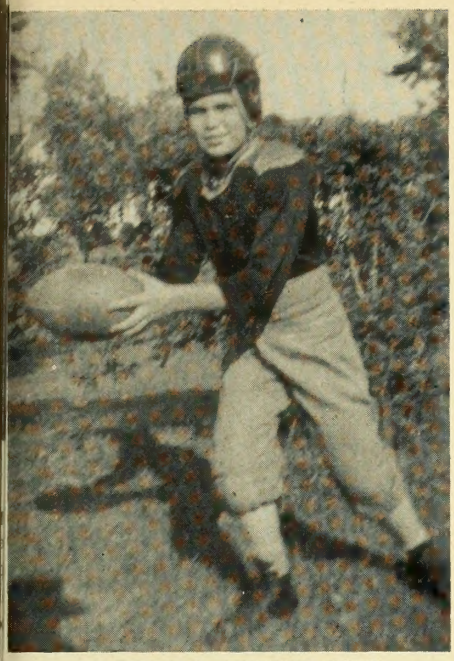
O. L. PRIEST, JR., a summer employe in the Construction Department, was c the football team at Lenoir Rhyne Colleg this fall . . . He is the son of *O. L. Pries* mechanic in the Division Shop.

TWO SHOP mechanics who resigne recently were *T. J. Atnip* and *R. L. Fous*

MAINTENANCE SUPERVISOR L. M POWELL of Robeson County is still talk ing about his thrill-packed trip to Ne York City . . . While there he appeare on the Chase & Sanborn television pr gram emceed by *Gary Moore* . . . M Powell's sister down in Asheboro ha the pleasure of seeing her brother mak his television debut.



CHARLOTTE OFFICE . . . NEW QUARTERS



FOOTBALL JUNIOR SIZE

DIVISION SEVEN

CHARLOTTE DISTRICT employees are now in their new office quarters . . . In the picture on this page they stand in front of their newly-completed building . . . Left to right are *District Engineer H. M. Burgin* who personally supervised its construction, *Seventh Division Engineer M. E. Beatty, Jean Rodgers, R. L. Brown, W. A. Little* and *John W. Jones.*

DISTRICT THREE employees attending the Nags Head convention were *H. M. Burgin, E. J. Brinkley, A. M. Buchanan, D. A. Steel, V. P. Eudy* and *R. L. Brown* . . . From the Second District at the convention were *L. F. Dry, H. W. Love, L. A. Cooke, M. C. Bolick, W. T. Smith, Roy Smith,* and *G. W. Strickland.*

SPEEDY RECOVERY WISHES go to *Truck Driver C. A. Cruse* of Rowan County who was confined at Cabarrus County Hospital; *N. T. Watts* who suffered an accident while at work with his motor grader; *W. A. Pegram* who fractured his left arm; *Douglas Patrick; A. M. Watts; G. D. Morton; Z. W. Grant; Jake McCray; J. W. Hough, Patch Foreman C. A. Mabry* of Stanly who was ill for two months; *J. C. Bost* of Stanly who was caught in a rock slide at the quarry and was hospitalized.

TWO SEVENTH employees who recently returned to work after illnesses were *William M. Russell* of the Maintenance Department out of Charlotte and *W. H. Winfield* who became ill last summer.

THE GROUP OF MEN in the accompanying photo make up the maintenance heavy construction crew . . . They were feted not so long ago at a chicken dinner given by *Marvin Terry* of Route 3, Rockingham, in appreciation for bond road work.

THE JUNIOR SIZE football player in the picture on this page is *Lloyd Cooke,* 10-year-old son of *Mr. and Mrs. L. A. Cooke* of Salisbury . . . Lloyd is a member of the Wiley Grammar School Midget team which plays other junior teams in the city league . . . He is a fifth grader and plays end on the team.

IN ANOTHER PART of the division, residents on the Leonard Road in Rowan County gave a picnic dinner for *Section Foreman W. C. Kesler* and his crew . . . The dinner was by way of saying "thanks" for grading done on the road.

MR. AND MRS. DOUGLAS PATRICK are proud parents of a new baby daughter.

NEW HOME OWNERS are *Maintenance Supervisor E. M. Finison* of Stanly who moved to Eighth Street in the Forest Hills section of Albemarle and *Clinton Hartsell* of the Maintenance Department out of Charlotte who moved his family into their new house trailer.

FRED PAYNE, formerly of the Charlotte Shop, entered military service in the late summer . . . Three employees who spent the summer sojourns at Army camps were *J. W. Jones* (Camp Rucker, Ala.), *W. H. Manley, Jr.* and *R. J. Russell* (both at Fort McClellan, Ala.).

AMONG the many vacationists were: *P. C. Austin* and *C. J. Bost* (Blue Ridge and Smoky Mountains), *Assistant Division Engineer J. G. Bright* (Gatlinburg, Tenn.), *C. R. Smith* (Western North Carolina), *W. J. Murray* (Eastern North Carolina), *J. M. Kistler* (Kure's Beach) . . . *F. B. McAnulty* spent his vacation visiting his two sons who played with the Morganton team of the Western Carolina Baseball League . . . His sons were winners in the regular season race as well as the play-off series.

RECENT FISHERMEN were *H. W. Love, L. F. Dry, W. T. Smith, R. S. Brown, H. M. Burgin, L. A. Cooke, H. M. Michael* and *R. W. Schenk.*

DIVISION EIGHT

DISTRICT ONE employees held a barbecue several months ago at the Road Oil Department camp in Forsyth County . . . Some 275 persons were present to enjoy the food and witness the presentation of service pins to the following:

(25 years) *S. M. Pressly, R. W. Sands, C. W. Whicker*

(20 years) *R. B. Fitzgerald, J. R. Forrest.*

(15 years) *G. W. Baity, E. C. Caudle, L. B. Hauser, W. G. Morris, A. P. Spaugh, J. E. Tutterow, T. T. Tuttle, E. L. Vaughn, W. J. Whicker, L. C. Wright.*

(10 years) *R. A. Biby, J. E. Caudle, W.C. Crews, F.R. Doty, C. E. Echols, F.M. Fulp, B. R. Hill, E. M. Neal, W. L. Reavis, J. W. Stone, J. W. Tuttle, Paul Young.*

(5 years) *Dewitt Brown, J. P. Bullins, Grady Calhoun, R. L. Caudle, J. B. Clifton, E. G. Collins, L. O. Eaton, J. H. Fulton, R. A. Joyce, L. U. Kiser, C. S. Linville, O. G. McClamrock, W. S. Mitchell, A. L. Myers, L. B. Myers, R. C. Needham, R. Y. Pegram, E. R. Robertson, W. D. Rothrock, W. E. Sain, W. W. Shepherd, Cero Smith, P. G. Stewart, E. J. Tucker, C. D. Williams, Roy Williams, O. R. Wood, A. M. York.*

DISTRICT ENGINEER R. B. FITZGERALD of Winston-Salem is a man of many names . . . He is called by one of the following: Mr. Fritzie, Mr. Fitzsimmons, Mr. Gerald, Mr. Fritz, Mr. Fitz, Mr. Fitzgirl, Mr. Fitzhue, Mr. Kirkpatrick, Mr. Fitzpatrick, Mr. Patrick, Mr. Girl and Mr. Frigidaire . . . We aren't saying which ones he answers to.



MAINTENANCE CREW . . . THE SEVENTH



GWYN YOUNGSTERS

AND SPEAKING of children, the photo here is of *Stephen and Rodney Gwyn*, sons of *Mr. and Mrs. T. E. Gwyn* of Mt. Airy . . . The father works at Elkin.

EIGHTH EMPLOYEES were sorry to hear about the death of *E. L. Payne*, retired section foreman of Boone . . . He was an employee of long standing with the Commission.

MRS. RUBY E. KILBY of the division office is the proud mother of a new daughter, *Martha Ann*.

THOSE on the sick list—and we hope they are up and about now — were: *Woodrow Bare* who underwent an appendectomy, *J. W. Cooper* ill with high blood pressure, *J. T. Woodruff* who broke his leg, *Gene Craven* who had an operation and *Resident Engineer A. B. O'mohundro* of Elkin.

ANOTHER employee who rightfully belongs on the sick list is *M. C. Cornett* who suffered a unique accident . . . Here is the story . . . He was leading his usual gentle cow, "Bessie," over a narrow mountain path when quite unexpectedly Bessie butted Mr. Cornett off the bluff . . . The accident resulted in some needlework by the doctor and about three week's disability for Mr. Cornett.

CLARENCE SMITH and *Jack Gwyn* of the Construction Department had a recent encounter with 67 snakes . . . First they killed the mother snake only to have 66 small snakes run out . . . The father snake was still at large at last reports.

DIVISION NINE

SEVERAL MONTHS AGO in our "Highway People" column we carried a photo of *Harry Hudson* who raises prize-taking bantams . . . We now get the news that his bantams have done it again—this time they took prizes at the Cleveland County Fair.

CONGRATULATIONS to the following new parents in the division: *Mr. and Mrs. H. F. Arledge*, a son (Mr. Arledge is connected with the Shelby Right-of-Way Department); *Mr. and Mrs. D. O. McLelland*, a girl; *Mr. and Mrs. T. C. Hurley*, a girl; *Mr. and Mrs. Dewey Junior Curtis*, a girl . . . *Sign Supervisor E. J. Rector* is a grandfather for the first time . . . He dotes on his grandson born in September.

CONGRATULATIONS also to four Ninth employees who recently received 30-year service emblems . . . They were *Division Engineer L. B. Peck*, *E. L. Kemper*, *F. P. Poovey* and *J. B. Young*.

AMONG Ninth Division delegates to the Nags Head convention were *L. D. Gaither*, *I. B. Curlee*, *C. B. Patterson*, *R. H. Thompson*, *E. D. Ricks*, *A. W. Rader* and *C. J. Beck*.

NEWLY WEDS in the division include Sign Department Employee *Jack Turner* who married *Helen Clack* and *B. M. Houser* of Gaston County who married *Madge Haynes*.

FELLOW WORKERS of *Tom Gowan* hope to have a deer supper soon . . . Tom is all talk now about his deer hunting plans.

COMMUNITY FOLKS at Olive Grove Church and St. Paul Church in upper Cleveland County honored maintenance employees in the First District at dinners . . . The folks felt they wanted to extend appreciation for the construction of their two roads.

W. K. DEDMON, who resigned from his Prison Department position this fall to accept a position with the Parole Board, entertained at a dinner before he left . . . The event was held at the Old Hickory Club House in Morganton with 40 persons present.

EMPLOYEES in the picture on this page are shown enjoying the fish fry held at Brackett's Park in Cleveland County last summer.



YOUNG DAVID POSTON

THE CUTE YOUNGSTER here shown is *David Poston*, newly adopted son of *Mr. and Mrs. C. G. Poston*.

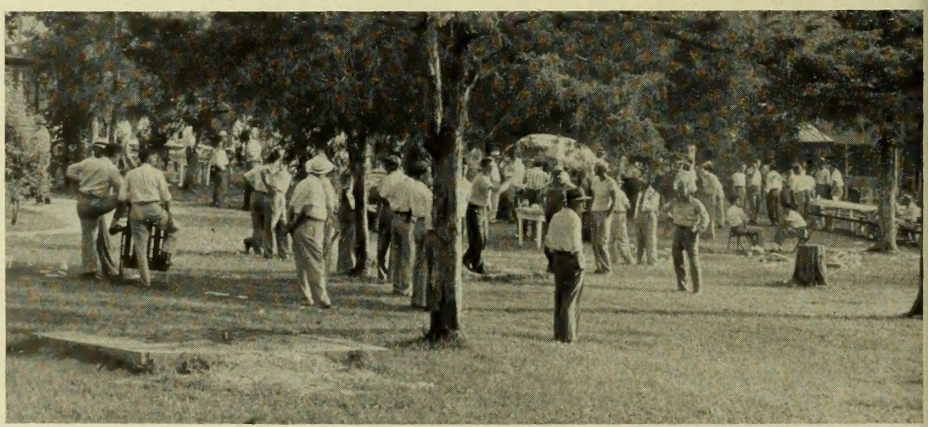
WE HEAR that four employees are owners of new cars . . . They are *Road Oil Supervisor S. B. Brinkley*, *Mrs. Fidelia Edney* of the Right-of-Way Department, *Mrs. Marion Davis* of the district office and *Ken Mauney* of the Construction Department.

THE NEW Polk County Prison Camp building was completed this fall . . . *A. D. Foster* is camp superintendent and the camp will have a 75-man capacity for long term colored prisoners . . . We hope to have a photograph for the next issue.

K. W. RABB recently moved into his new home in Pleasant Gardens on the Lake Tahoma Road.

GLORIA WEAVER, daughter of *District Engineer H. H. Weaver*, entered Woman's College in Greensboro this fall.

HERMAN M. SPEECE returned to work this fall for the Iredell County Maintenance Department . . . He returns after a stretch of service with the Army which

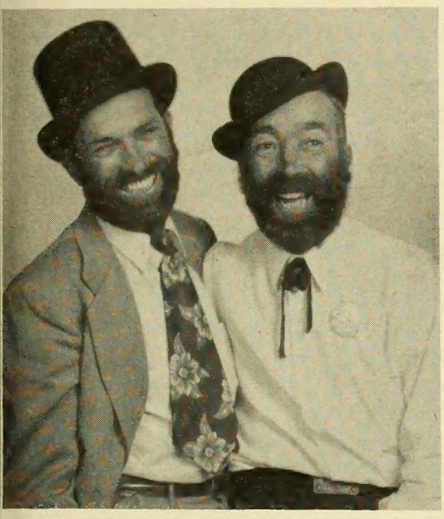


FISH FRY IN THE NINTH

took him to Korea among other places . . . *George P. Martin*, Iredell County truck driver, entered service during the summer.

DIVISION TEN

THE TENTH DIVISION submits the accompanying photograph which it labels "Brothers of the Brush" . . . The two men with the Gay Ninety beards are *Gang Foreman W. T. Madden* (left) and *Jim Mason* who in September helped Jackson



"BROTHERS OF THE BRUSH"

County celebrate its 100th anniversary . . . The men were required to grow the beards.

R. L. PORTER, JR., on the occasion of new *Safety Director Joe Crawford's* visit to the Tenth had a new safety slogan to suggest . . . It was "Be safety minded, not safety *reminded*" . . . We think that's pretty good.

PORTER also took time out recently to do some reviewing about the state of the road program . . . In part, he said, "Fall is in the air . . . Another season has passed and what have we accomplished? . . . We have accomplished a lot, a lot more than we have in the past. The personnel has pulled together more than in the past. We have a goal to reach, will we reach it? We think so even if materials are getting hard to get due to the world situation. Taking all this into consideration we have a lot to be thankful for . . . We are a lot of little cogs in a big wheel so don't strip and foul up the works."

SYMPATHY is extended to the family of *W. L. Dula* of Robbinsville who died in September . . . He was visiting relatives in Washington at the time of his death.

MR. AND MRS. G. E. BASKERVILLE are proud parents of a baby girl born in October . . . Mr. Baskerville is road oil supervisor.

AND WHILE we're on the subject of families, *Robert L. Curtis*, son of *Mr. and Mrs. E. L. Curtis* of Bryson City, recently answered the call to "The Colors" . . . He joined the Marine Corps and is now stationed at Parris Island, S. C.

MRS. GRETA HOLLAND of the District One office recently took a vacation trip through the Southwestern part of the United States . . . Her trip took her to Texas, Arizona, New Mexico and Old Mexico.

OTHER VACATIONISTS were *Mr. and Mrs. C. L. Greene* of Brevard who also visited the same region . . . They visited relatives and friends in Arizona and Arkansas and also toured Mexico . . . Mr. Green is a 29-year man with the Commission.

ROAD MAINTENANCE SUPERVISOR J. W. ELLIS of Avery County was the recent recipient, on behalf of the Highway Commission, of the deed from the ET & WNC Railroad to the railroad rights-of-way between O'Brien, Tenn., and Cranberry, N. C. . . . The deed provides that the old railroad right-of-way will be used for highway or road purposes . . . Carter County, Tenn., also shared in the deed's benefits.

TWO TENTH employees who have been ill are *Alex Marr* who was confined to the Swain County Hospital and *Supervisory Foreman Fred Hollifield* who was at Spruce Pine Hospital.

ABOUT the largest trout caught recently in the Western region is the 20-inch one bagged by *John S. Caldwell* of Bryson City . . . He is a member of the Construction Department.

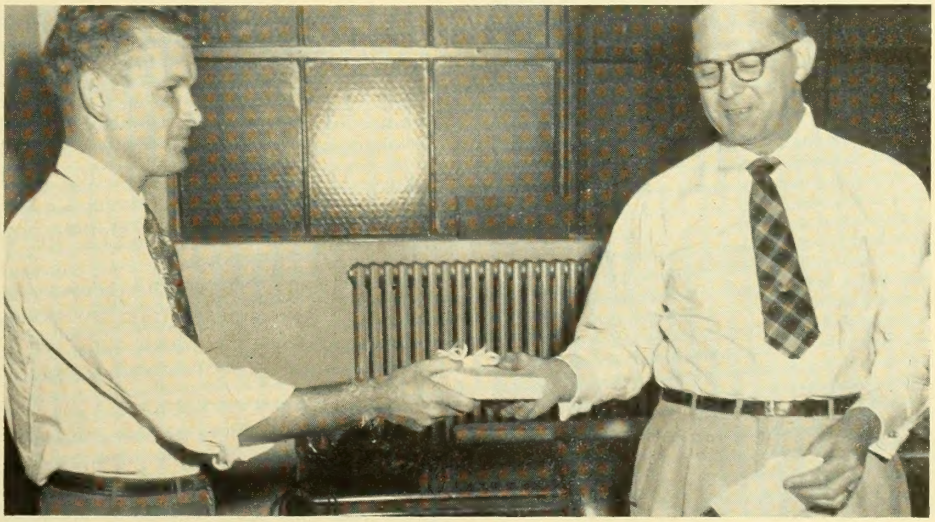
HEADQUARTERS

SINCE PUBLICATION of our last issue *Otis M. Banks* has moved from his position as business manager of the Prison Department to set up headquarters in the Sir Walter Hotel as the Highway Employees' Association first full-time executive secretary . . . On his last day of work in his prison job, fellow workers presented him with a gold cuff link set and tie clasp with Shrine insignia . . . In the accompanying photograph, *Milton Bass* does the honors . . . Banks is a founder of the Association and has been an active member throughout its existence . . . He was also a veteran Commission employee with a service record of 20 years . . . Also an active Shriner in his off-the-job time, Banks was recently elected president of the Raleigh Shrine Club.

ANOTHER long-time employee who culminated his duties with the Commission recently was *James P. Dodge*, administrative assistant in charge of personnel . . . Mr. Dodge came with the Commission in 1917 as a rodman and served through the years also in the old Locating and Claims Department, the Right-of-Way Department and as safety director . . . He retired from Commission duties to take courses at North Carolina State College . . . He is also known as Col. Dodge, having served two years in World War I and six years in World War II from which he emerged as Lt. Col.

TWO RECENT MARRIAGES among headquarters employees were those of *John Loftis* of the Division of Statistics and Planning who married *Jean Ford* of Westport, Conn., and of *Barbara Post* of the Accounting Department who married *Dick Satterfield* of Charlotte.

ROBERT A. ALLEN of Reidsville, former SBI agent, took over as warden of Central Prison on September 1, succeeding *Joe P. Crawford* . . . Allen is 38, a former policeman at Reidsville and a graduate of the FBI's National Police Academy . . . He resigned from the SBI about the time his chief, *Walter Anderson*, became head of the Prison Department, and for a few weeks prior to taking the prison post he worked with his brother, L. E. Allen, in a Reidsville hardware business . . . Crawford became director



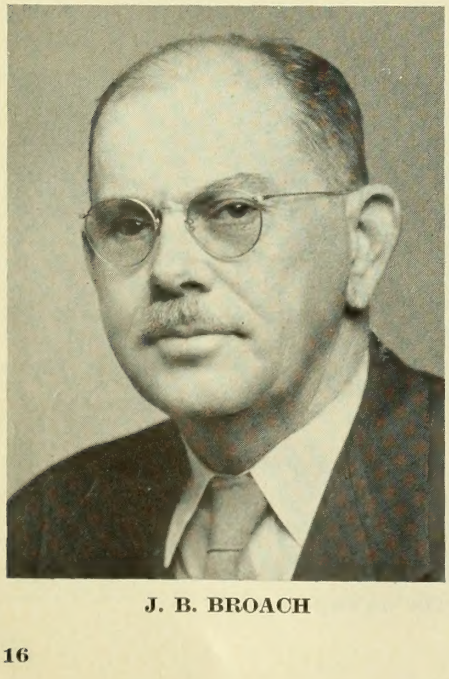
A GIFT FOR OTIS BANKS

of safety in the Highway Commission on August 27, succeeding *H. D. "Tarvia" Jones* . . . The job had been open since Jones moved over to the Motor Vehicle Division as safety director on July 1.

A. A. ALLISS resigned from his position with the Bridge Department to become a graduate student and instructor at State College.

NOT SO LONG AGO we told readers about Road Department employee *Earl Williams* who leads a dance band in his leisure time . . . Now Earl and his band have a 15-minute broadcast every evening at 6:45 over Raleigh Radio Station WNAO . . . And here's proof that Earl's music is "red hot" . . . The station went off the air for two hours at the conclusion of one of his recent broadcasts because a transmitter blew out!

THE COMMISSION lost another veteran employee through death . . . *Bridge Construction Engineer J. B. Broach* (see photo this page) died suddenly in the late summer, the day after his attainment of 30 years' service with the Commission . . . At its September meeting the Highway Commission passed a resolution praising Mr. Broach for his outstanding service . . . It follows in part: ". . . his outstanding knowledge of bridge construction has contributed greatly to its advancement in this State, particularly in connection with the treatment and use of creosoted timber, in which field he was recognized and respected by engineers of this Commission and many others connected with the timber industry . . . his goodwill toward all those with whom he came in contact has forever endeared him, and will remain as an inspiration to all who knew him . . ." . . . *J. J. Powell* succeeds Mr. Broach as bridge construction engineer for the Eastern half of the state.



J. B. BROACH



EGERTON . . . 30 YEARS

GRAHAM B. EGERTON (see accompanying photo) recently passed his 30-year anniversary with the Commission . . . Since his employment in July, 1921, he has specialized almost entirely in bituminous work . . . He was first employed as an inspector in the Construction Department and was located in the old Fourth District at Durham . . . In following years, he received various promotions in the Construction, Testing and Bituminous departments and was a field man for testing and bituminous work . . . Mr. Edgerton in his years of service has worked in all divisions of the state from Manteo to Marshall and at one time made all the soil and sand surveys for the state . . . He is married to the former Kathryn Dorsett of Randolph County and they reside on Western Boulevard in Raleigh.

ANOTHER EMPLOYEE who has taken part on radio programs recently is *Polk Denmark* of the Division of Statistics and Planning . . . On one recent broadcast he told the radio audience about map making . . . His second broadcast concerned meteoric craters, which Denmark studies as a hobby . . . He also told the audience his theory that the North Pole has changed its position over eons of time . . . The radio station says they have received more letters on Denmark's appearance than for any other similar program.

GENEVA STUTTS of the Accounting Department has returned from her extensive fall vacation trip which took her to Canada and the New England states.

The success or failure of every business enterprise is traceable to one source, and one source only, namely, somebody's mind, for no one has yet invented a machine that can think. —*H. W. Prentis, Jr.*

Roadsides Can Be Beautiful

(Continued from page 5)

some gimmick to make equipment better suited to roadside work.

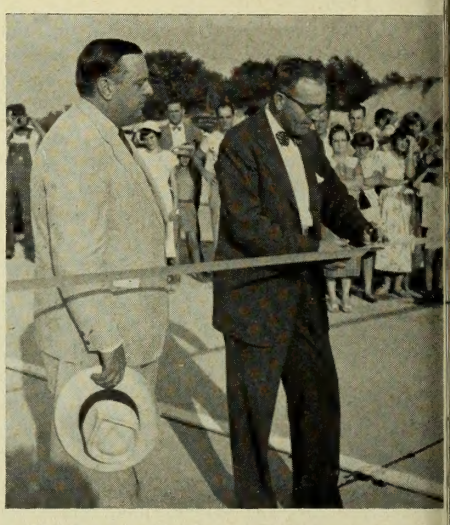
You may hear him arguing for flattening slopes when more excavation is needed, rather than opening up a borrow pit or talking fast and sawing fast to get a sight obstructing branch or a tree out of the way before Mr. Property Owner changes his mind. You may see him spraying chemicals to kill roadside vines that have grown out of bounds or telling a telephone or power company crew that they can't spray and kill those holly trees, wax myrtle or dogwoods that he has nursed along and protected for years. Or he might be with a right-of-way engineer sympathizing with Aunt Emma that the oak tree that great Uncle Charlie grew from an acorn is right on the new center-line and has to be moved—"sorry, but we'll get the rest of your yard fixed up right nice."

But in any event, his work is aimed toward making roadsides safer, more useful and more attractive.

Don't be content with doing your duty. Do more than your duty. It is the horse that finishes a neck ahead that wins the race. —*Andrew Carnegie*

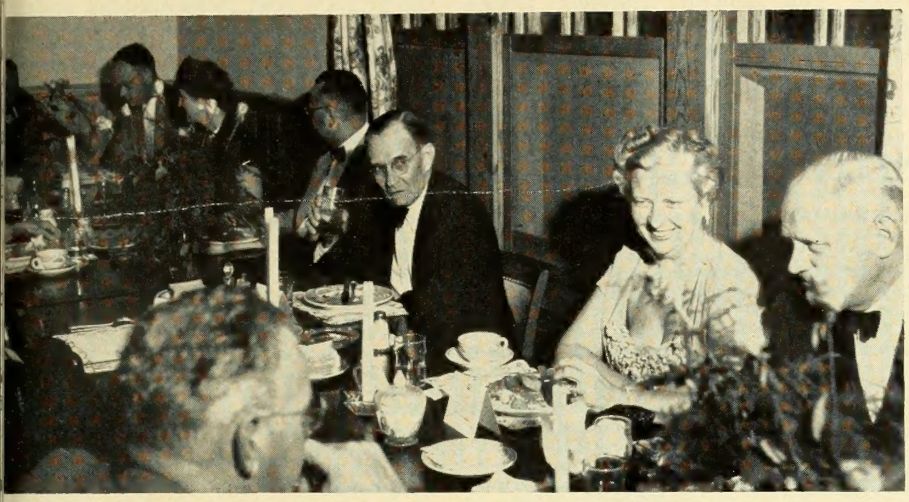
A moment's inattention may mean a life time of regret.

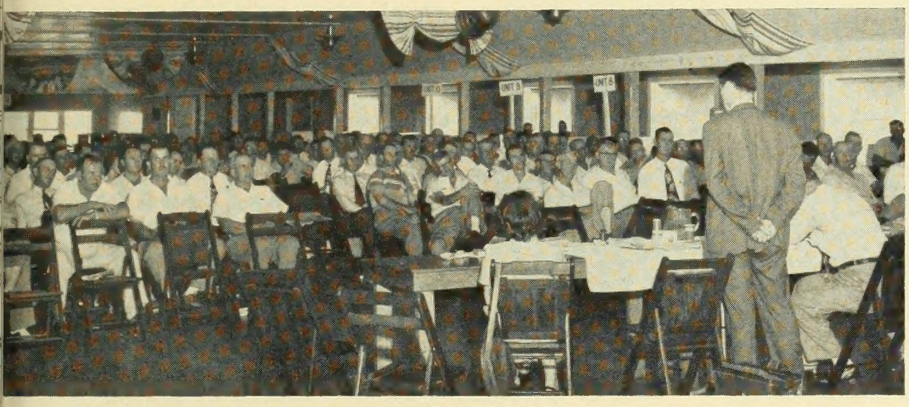
What can be more foolish than to think that all this rare fabric of heaven and earth could come by chance, when all the skill of art is not able to make an oyster! —*Jeremy Taylor*



Chairman Jordan, above, cuts the ribbon and officially opens the five-mile US 29 by-pass at Thomasville to traffic during ceremonies held on August 21. Commissioner George Coble, left, sees that the operation is properly carried out.

It The Convention





BECAUSE of the time element, the Nags Head convention of the Highway mployees' Association just missed mention in the September-October issue of OADWAYS. Even at the risk of appearing "out of date," we carry the above n-the-spot pictures taken by Aycock Brown at the annual affair.

Top photo shows the speakers' banquet table. Left to right are T. F. Royall, r. and Mrs. J. H. Councill, Former President Withers Davis, William B. Umstead, rs. Withers Davis and H. D. "Tarvia" Jones. A. T. Hight is in the foreground.

Bottom picture was taken as State Personnel Director John McDevitt addressed ie convention.

There's no need to go into detail about the program because by now news as already gone by word of mouth to all parts of the state. We do want to ention here, though, that J. H. Councill, Assistant Division Engineer in North Vilkesboro, is the new president, assisted by Right-of-Way Engineer Merle Adkins Durham as vice-president. Otis Banks (see "Tar Wheels" headquarters sec-on) is now carrying on his duties as the first full-time executive secretary for ie Association.

A Story of Progress

(Continued from page 3)

read across primary arteries of traffic swiftly (using bond money) that North rolina's roads became nationally known. uring Governor Morrison's administra-on 200 highway engineers and admini-rative officials from 55 nations on four ntinents and governors of five states ured North Carolina to see her roads. ar Heels dubbed the travelcade con-ucted for the visitors "Frank Page's raveling Road Show."

Following a hunting expedition in Randolph County, the late Irving S. Cobb put his stamp of approval on the road program. "All the state needs now is a coat of paint and a press agent," he said.

After 1927 North Carolina reverted to a "pay-as-you-go" policy for highway financing and issued no more road bonds until Governor Scott's $200,000,000 secondary road bond issue of 1949. In 1929 the Legislature raised the gasoline tax from four to five cents per gallon and set aside the revenue as a county road fund.

State Takes Over County Roads

In 1931 during the depression crisis North Carolina stepped out ahead of the nation again by placing the entire county road system—45,000 miles—under the exclusive jurisdiction of the Highway Commission. This raised its total responsibility from 8,798 to 54,000 miles. Inability of the counties to fulfill road obligations for rural people during the depression and general sentiment favoring more centralized control of county roadbuilding influenced this change. It laid the foundation for the successful Better Roads campaign of 1949. Before 1931 the people had looked to their county governments—not their state government—for improved rural roads. A growing clamor arose from those segments of the state's population living in the dirt road regions. This pressure was not destined to go unheeded since it represented a substantial portion of North Carolina's population.

In 1931 the Legislature also authorized the use of county prisoners on the road system and raised the gasoline tax from five to six cents. The fifth cent tax which had been allocated to county governments reverted to the Highway Commission

In 1933 the Legislature placed the entire State Prison System under control of the Highway Commission and gave it authority to use the labor of 3,650 prisoners on the roads. This made North Carolina one of the very few states in which the prison system is directly linked with the road system. It posed problems of administration and discipline which are still a source of controversy today.

Economic conditions limited activities of the Commission from 1931 to 1935. During the years 1934-1937 the Legislature diverted $4,000,000 from the Highway Fund to the General Fund to help the state through an economic crisis. In 1947 the Legislature banned any further diversions of that nature.

The decade from 1931 through the beginning of World War II saw the state's highway system steadily expanding as increased use of roads brought more gasoline tax income. The war years slowed highway construction to a virtual standstill and helped build up the pressure on the Commission which ultimately culminated in the Better Schools and Roads campaign of 1949.

Secondary Road Program

As far back as 1941 it was observed that the excellent system of state highways built with bond funds in the Twenties would need overhauling at the end of the war. At the same time the Commission realized there was growing need to devote more attention to the secondary road system in the many undeveloped regions of North Carolina. The demands for better farm-to-market roads increased after two

hard winters left most of the unpaved mileage of the 63,000-mile road system virtually impassable. North Carolina had assumed responsibility for its county roads in 1931. Rural people were demanding something more than token maintenance for these roads.

Governor Cherry's administration launched an ambitious farm-to-market road program just after the war ended. More than 3,000 of secondary roads were paved from 1945 to 1949, but this merely scratched the surface. Although highway revenue had continued to rise as automobile use increased, costs of road-building rose even higher. Available funds would not finance a full-scale secondary road program and a primary road reconditioning program simultaneously.

In the opinion of newly-inaugurated Governor W. Kerr Scott (1949-52) the only answer to this problem was another road bond issue like those of the Twenties —this time earmarking the money for secondary construction and improvement. In a special message to the 1949 General Assembly Governor Scott called for a $200,000,000 rural road bond issue which would help hard-surface 12,000 miles and improve another 35,000 miles of secondary roads. The General Assembly passed Senate Bill No. 52 sanctioning such a bond issue if the people approved. Following a spiritual promotional campaign spearheaded by the Governor, the bond issue carried in a special election on June 4, 1949.

The bill also raised the state's six-cent gasoline tax to seven cents on January 1, 1950 and directed that proceeds from the extra cent help pay interest on the money borrowed. The State Treasurer sold the first $50,000,000 segment of bonds on September 28, 1949 at an average interest rate of 1.57 per cent. Immediately the Commission launched a full-scale county road improvement program in every section of the state.

By January 1, 1951 the Highway Commission had finished one-half of the Governor's 12,000-mile paving goal and about one-fourth of the stabilization work. Over $62,000,000 of the $125,000,000 in bonds issued had been spent and the program was moving more rapidly than anticipate because of two mild winters. In th mean time, the Commission was attackin the primary road reconditioning progra with new vigor—using funds relieved the pressure of farm-to-market road wor for the first time in many years.

The vision of a well-balanced Nort Carolina with rural people contented t remain in rural areas and a durable ne work of black-topped roads feeding th primary system all over the state is far cry from the mud and misery of 3 years ago.

The statesman who said, "No peopl ever impoverished themselves by buildin good roads" can look to North Carolin to substantiate his philosophy. At th conclusion of the current secondary roa program, North Carolina will have issue some $316,000,000 in highway construc tion bonds over a period of 30 years an spent untold millions in current revenu on roads. All of this has produced a wel balanced road system and contribute heavily to the economic and cultural de velopment of North Carolina.

Sixth Commissioner George Coble

(Continued from page 6)

He represents the State of North Carolina on the Board of Directors of the International Association of Ice Cream Manufacturers. He is a member of the Board of Trustees of The Greater University of North Carolina and is also on the building committee for North Carolina State College. He is a member—and also one of the organizers—of the Board of Directors of the Lexington State Bank, a life member of the North Carolina Wildlife Federation and on the finance committee of the First Methodist Church of Lexington.

In past years the Sixth Division Highway Commissioner served as sponsor of the Annual Central Piedmont Junior Dairy Show, as chairman of the fund drive and as treasurer for the recently completed Lexington Memorial Hospital, as national councilor for the United States Chamber of Commerce, as lieutenant governor of a Division of the Carolinas District of Kiwanis International, as president of the Lexington Kiwanis Club and as president of the North Carolina Dairy Products Association. He received the Civitan Club award as "Lexington's Man of the Year" in 1946, the first year the award was presented.

Another part of Coble's activities extends to supervision of his 152-acre farm located two miles from the heart of Lexington which he calls "Maegeo." The farm's name is a combination of the Commissioner's first name and that of his wife, the former Mae Coltrane of Guilford College, whom he married in 1927. They have two children—Georganne (named for her father and grandmother), age 16, who is a senior at Salem Academy in Winston-Salem, and Edgar, 15, who attends McCallie School in Chattanooga, Tenn.

Commissioner Coble and his wife celebrated their 24th wedding anniversary in September with a trip to New York. Coble laughs that often bystanders think Mrs. Coble is his daughter, so he obliges by saying he married "mamma" (as he calls her) when she was eight years old!

Mrs. Coble is active in her own right. She is president of the Lexington Garden Council which recently sponsored a two-day garden school, is placement chairman for the Lexington Charity League, and a member of the "Club of 12," a Lexington book club of 50 years' standing. She is also active in church work.

On the "Maegeo" estate the family lives in a large beautifully furnished home built 10 years ago on the site of an old shack They proudly point to an oak tree which is at least 200 year old around which they built two terraces. But you wouldn' recognize the "old shack" these days.

It was moved to the lower end of the property and re novated into a first class guest house. The "cabin" has al modern conveniences, three private bedrooms on the basemen floor, an extra-large modernly furnished living room, a regula size dining room that has a completely equipped soda foun tain, a dream kitchen and a large screened-in porch over looking a fish-stocked lake. An amplifying system carrie recorded music to all parts of the house, and outside ther are ovens and a stone diving pier. Coble says the "cabin" has all conveniences of home except a telephone which h doesn't intend to install. Some of the logs in the origina dwelling were hewn by broad axe in 1799.

Coble is also an avid bird hunter and a horse show enthu siast. A full-time manager looks after the horses and stable located at "Maegeo." A trophy room at the tables contain countless trophies and ribbons won by Coble and his famil over a number of years. The family is especially fond o "Mystic Gold," a registered stallion American saddle horse.

Sixth Division Commissioner George Coble has received a lot of compliments in his life. But we think one of the nices was the one he received at the recent opening of the Thomas ville by-pass. There he received the title of "Pioneer of th Piedmont" and officials continued their flattering words b saying: "We feel that we are particularly indebted to David son County's own George Coble for his untiring efforts. Th Sixth Division is now in the lead, due to the determination drive and ability of this public-spirited citizen and business executive."

Often we think that a person who has his finger in too many pies doesn't do a really good job of cooking even one pie. Bu that's not true of George Staley Coble. Although his activities extend to many fields—dairying, highways, civic affiliations and others—Coble always manages to take top honors in *al* the fields. Perhaps that is because Coble takes such a rea interest in all he undertakes. Folks around the Highway Com mission know this is a true Coble trait on highway matters— he is in there pitching every step of the way.

Meet The Engineers (VII)

Division Engineer Z. V. Stewart Bears Name of Civil War Governor

E. L. Kemper, assistant division engineer at Shelby, likes to kid Eighth Division Engineer Zebulon Vance Stewart about his name.

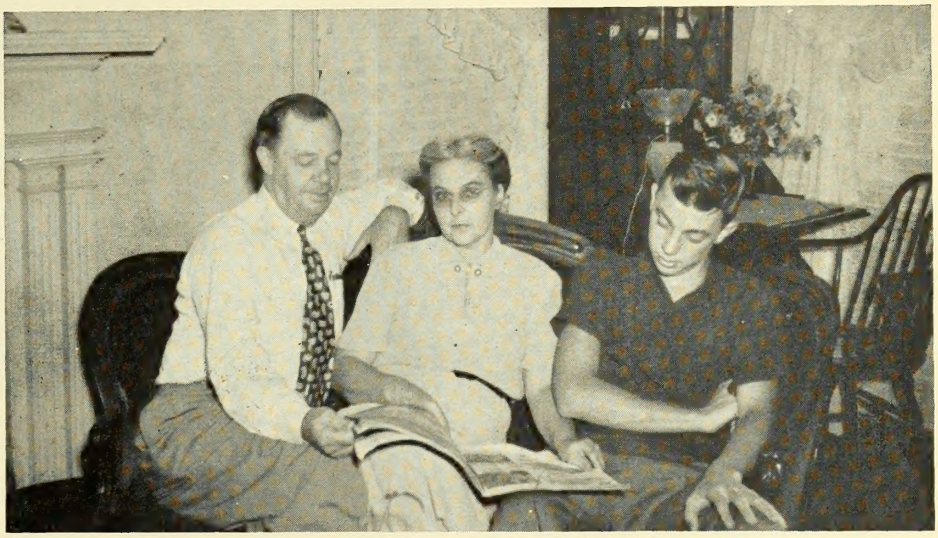
Kemper says that back in the 1918's proud parents were fashionably naming their children "Woodrow Wilson Jones." Later, there were the "Franklin Roosevelt Browns" and the "Herbert Hoover Allens." Now the trend runs to the "Harry Truman Smiths." Likewise, Kemper reasons, Engineer Zebulon Vance Stewart *must* have been born back in the Civil War days—since he bears the name of the famous North Carolina Civil War governor!

Actually, that is not the case, but it makes a good story. Here are the real facts. Stewart was born on August 1, 1893, son of J. E. and Mary Jane Grant Stewart, in the Western North Carolina town of Andrews. His father, a Civil War veteran, had great respect for Governor Vance and thought it appropriate to name one of his sons after the Governor. Further, the family had resided in the mountain section of the state for generations back and considered Vance one of the area's most able citizens. Hence the name "Zebulon Vance Stewart" for the future Eighth Division Engineer.

And while the Stewarts were celebrating the birth of a son on August 1, 1893, not too many miles away over in Lenoir on that same day another family proudly announced the birth of a son. He was Mark Goforth, now the Eighth Division's Commissioner. Today the two men work closely together in heading up highway operations in the Eighth Division. A great deal of kidding also goes on between these two—each says the other was born a few hours earlier than himself.

When young Stewart was three years old his mother died, and he then became part of his aunt's and uncle's family that lived on the old Stewart farm, one of the first farms settled in Cherokee County. He received his elementary, high school and business course education in Andrews. Stewart recalls that he learned his business knowledge the hard way. He took private lessons and before he could receive his diploma was required to take down the church sermons in shorthand each Sunday!

The year 1913 saw Stewart start out in the business world. His first job was as a member of an engineering party in Western North Carolina that did location and construction work for various railroad companies.



Eighth Division Engineer Z. V. Stewart appears above with his wife, the former Roxie Matthews, and one of his sons, Zeb, Jr. Two older sons live away from home—Grant in Canton, and Hugh in French Morocco.

One of these companies was the Graham County Railroad Company, owner of the Nantahala to Robbinsville line, and it was while Stewart was employed by this organization that World War I began. Two days after the declaration of war, on April 11, 1916, twenty-three-year-old Stewart was a member of the first North Carolina Cavalry and assigned to the 30th Division. He spent 11 months overseas in Belgium and France.

Almost three years to the day after his enlistment Stewart was again a civilian, receiving his discharge at Columbia, South Carolina. And four days later, April 20, 1919, enterprising Z. V. Stewart was again back at work—this time for the Champion Paper and Fibre Company engaged in securing lumber from the area above the Indian Reservation in Jackson County. He held this job for three months and in July became connected with the Aluminum Company of American. With this company he was located in Graham County doing engineering work on hydroelectric development for Fontana Dam.

When this plant shut down in 1920, Stewart moved to Arkansas where he compiled progress engineering reports for Bauxite Mines.

About that time Governor Cameron Morrison began North Carolina's big roadbuilding push of the Twenties. Stewart was interested and, therefore, returned to his home state. On September 22, 1921 he became a State Highway Commission employee, hired by Ralph Parks, then assistant district engineer and now with Dickerson, Inc.

First Stewart was an instrumentman in the old Seventh Division at Elkin (this division incorporated the same counties as the present Eighth Division). The following spring he received a promotion to resident engineer and saw service in this capacity on various construction projects in all 10 counties of the division for nine years.

Stewart vividly remembers how things were back in the early days. He especially recalls the inadequate road and transportation system. He cites leaving Elkin at six o'clock one morning and arriving at Jefferson, only 62 miles away, as late as 8:30 that evening. Road work was hard, too. Employees worked from sunup to sundown, and they only saw town on Sundays.

July 1, 1931 was Stewart's promotion date to district engineer. He was located

(Continued on page 21)

What's New?

A Roundup of Highway News from Nags Head to Nantahala

TWO N. C. CITIES OPEN UP MILLION DOLLAR BY-PASSES

OPENING of the Route 29 by-pass at Thomasville on August 21 set off a big celebration that practically overwhelmed highway people with gratefulness and hospitality. It was Thomasville's "Good Roads Appreciation Day," and several thousands of people turned out for the occasion.

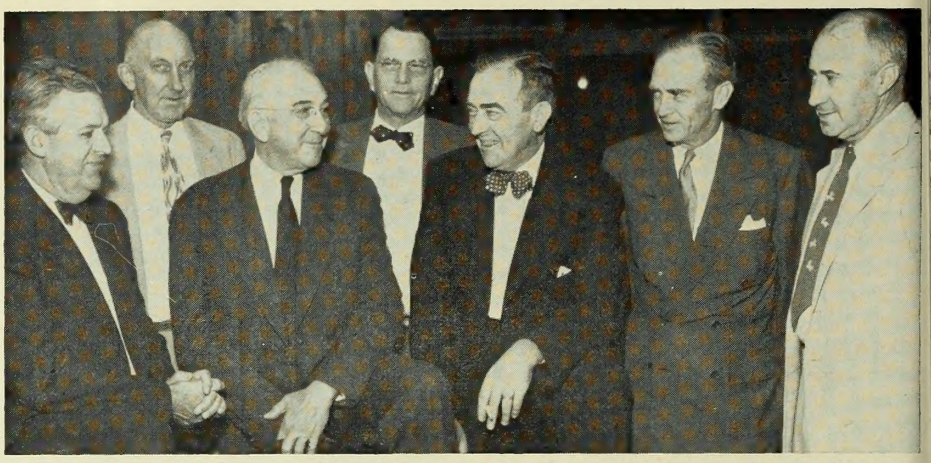
Highway folks are not accustomed to appreciation on such a large scale. Generally, people just ride their roads and forget about the men who made them. But not Thomasville.

About 150 Highway Department people, from the Chairman down, were special guests at the festivities marking the by-pass opening. Every white employee in the county was invited, along with Sixth Division office folks and officials from the Raleigh office. Governor Scott was another honored guest. Former Governor R. Gregg Cherry was tied up by his law practice and couldn't attend, although he tried hard to make arrangements to be there.

The program, splendid in every detail, was sponsored by the Thomasville Chamber of Commerce. Its president, N. C. English, set the tone when he told a big crowd gathered in the City Memorial Park: "This event pays tribute to a road-minded state and a Highway Commission that gets things done."

Chairman Jordan spoke briefly of the history of the by-pass, which relieves one of the most congested traffic situations in the state. It's five miles long, cost $1,497,700 and has two 24-foot concrete roadways divided by a 25-foot parkway and drainage strip. Sixth Division Commissioner George S. Coble was highly praised by the Thomasville hosts for his work, and Coble in turn gave thanks to his engineers and to the Highway Department as a whole for its cooperation. Chief Engineer William H. Rogers, Jr., presented highway personnel at the ceremony, and they got a good hand from the crowd. Sixth Division Engineer T. G. Poindexter spoke briefly and introduced Rogers.

The celebration began with a splendid reception at the Woman's Club for the many visitors. Then followed a mile-long motorcade of cars that wound through Thomasville and out the by-pass, where Governor Scott and Chairman Jordan cut ribbons opening the road to traffic. Thousands of people lined the streets to greet the motorcade.



These seven men were among the officials who helped open the Durham by-pass on September 17. Left to right, are Fourth Division Highway Commissioner Dr. R. E. Earp, Chief Highway Engineer W. H. Rogers, Jr., Contractor Nello L. Teer, Durham Chamber of Commerce President E. C. Dameron, Highway Chairman Jordan, Fifth Division Highway Commissioner James A. Barnwell and Fifth Division Engineer T. A. Burton.

At the reception, the ladies served a large cake iced with a replica of the by-pass. A number of mayors and other officials from nearby communities attended the celebration, as did LuLong Ogburn—Miss North Carolina of 1951—and several beauty queens from various towns. A barbecue dinner wound up the affair.

ANOTHER RIBBON-CUTTING and barbecue program was enjoyed by highway folks when Durham's new by-pass, routing east-west traffic around the city from US 70, was officially opened to traffic on September 17.

Proud and appreciative, Durham people invited a large number of Fifth Division and Raleigh headquarters people to the event. Chairman Jordan took part in the ribbon-cutting, along with Mayor E. J. Evans and City Councilmen Marvin M. Fowler and E. G. Carlton. The ends of the ribbon were held by George W. Kane of Roxboro, Fifth Division Commissioner when the project was planned, and J. M. M. Gregory, prominent Durham citizen who—several years back—headed Chamber of Commerce efforts to get the by-pass.

Chairman Jordan spoke briefly at the barbecue luncheon held afterwards, with about 400 guests enjoying a sumptuous repast of barbecued pig, fried chicken and brunswick stew. Hosts for the barbecue were the contractors on the project: Nello Teer of Durham, paving; J. H. Eidson of Mocksville, grading; and J. H. Brinkley of Thomasville, structures.

Dr. Jordan praised the high type of men who have served as Highway Commissioners over the years, and also complimented engineering personnel and the state's contractors. The program was arranged by the Durham Chamber of Commerce. Its president, E. C. Dameron, and Mayor Evans expressed appreciation to the Highway Department and the contractors for the splendid stretch of road. Frank T. Erwin was master of ceremonies.

Fifth Division Commissioner Jim Barnwell and Division Engineer T. A. Burton were recognized for their contributions to the project, as was George Kane.

The by-pass runs four and a half miles from the Hillsboro highway— Route 70—to Avondale Drive, enabling through traffic to get around the city without adding to the congestion in Durham's downtown business section. The project cost $1,131,455, including about $275,000 for rights-of-way.

The notable achievements of men have, more often than not, been registered in years of insecurity.

—Raymond B. Fosdick

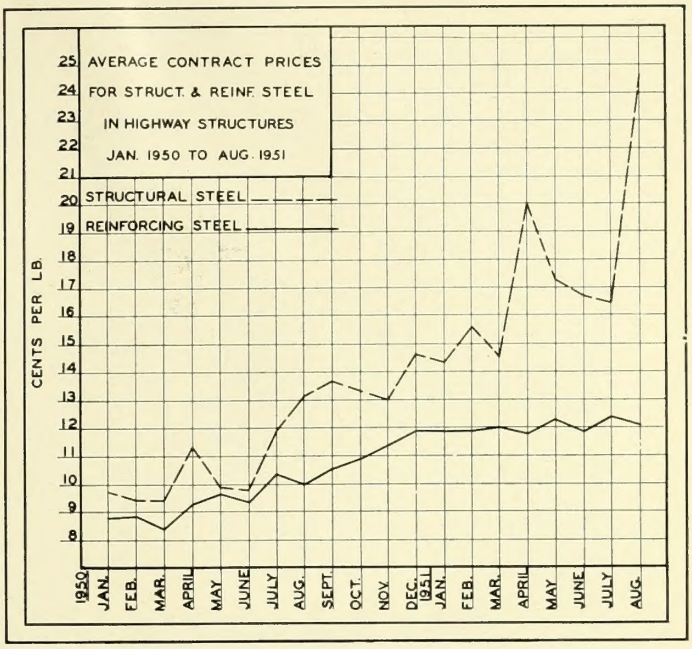
Steel Prices Rise While Supply Goes Down

STEEL IS getting higher and scarcer. The graph indicates the trend in prices of reinforcing and structural steel from January 1950 through August 1951. These are average prices for the materials in place as determined from the low bids for all projects on which bids were received by the North Carolina State Highway Commission.

Two Peaks in the structural steel deserve comment. The 20-cent average for structural steel in April 1951 included steel for the bridge over the Yadkin River at Spencer in which curved-bottom continuous girders were used. The 24 and one-half cents for August 1951 was all for a through truss span over the Cape Fear River near Acme. It was expected that both of these projects would demand a higher-than-average price for structural steel.

Most structural steel represented by the graph is for I-beam span bridges.

While prices go up, the steel supply goes down. Our allotment of steel for the fourth quarter of 1951 is 5,247 tons. For all of 1952, the allotment is 7,729 tons, divided by quarters as follows: First, 3,504; second, 2,012; third, 1,333; and fourth quarter, 880 tons. Last year, according to an estimate by the Bridge Department the North Carolina Highway Commission used 25,000 tons of steel. The 1952 allotments carry no guarantee that the allotted steel will be available. (Graph drawn by Annie Ruth Sugg of the Bridge Department).



Division Engineer Z. V. Stewart

(Continued from page 19)

in Winston-Salem where he supervised work in Davidson, Forsyth and Stokes counties. In fact, a district was created for Stewart.

When the present division designations were set up in 1937 Stewart was promoted to division engineer and transferred to North Wilkesboro. Here he remained until 1949 when under the engineer reshuffling he drew the division engineer job for the Tenth Division in Asheville. He and John C. Walker, formerly the Asheville engineer, were the only two engineers who merely exchanged places in the new assignments. When Walker resigned in 1950 to become city engineer for Asheville, Stewart returned to North Wilkesboro.

There are a lot of date oddities in Stewart's life. We spoke of the date coincidence in birthdays for Stewart and Goforth and of the almost-exactly three years' service in the Army. Here is another. When Stewart moved from North Wilkesboro to Asheville in 1949 it took him exactly two months and 18 days to find a house. When he moved from Asheville back to Eighth territory in 1950 it again took him exactly two months and 18 days to locate living quarters.

Z. V. Stewart is married to the former Roxie Matthews of Mt. Airy whom he met while on one of his first assignments for the Highway Commission. They have three sons: Grant, 26, now working for his father's old company, Champion Paper and Fibre Company in Canton; Hugh, 22, located in French Morocco with Atlas Construction Company; and Zeb, Jr., 16, a student at Lenoir High School.

The family has a lovely home in Lenoir and the Division Engineer commutes the 30-odd miles to the North Wilkesboro division office daily. Mrs. Stewart, a collector of antiques, is proud owner of the first piano brought to Wilkes County which belonged to the grandmother of J. Gordon Hackett of North Wilkesboro, a former Highway Commissioner. Knowing Mrs. Stewart's fondness for antiques, Mr. Hackett placed it in her care. A large harpsichord made of rosewood, the piano was made in London about 1845 and was last tuned in 1903. The family plans to rehabilitate the piano in the near future.

Stewart can take a great deal of kidding but he also enjoys kidding others. When asked about his hobbies, he replied: "I spend my extra time catering to the Madam and the boys." Seriously, though, he is active in the First Methodist Church of Lenoir and is a former steward. He has been an active member of the Kiwanis Club in years past and has been a member of the Masonic order since 1921 in which he attained the seventh degree. His work load at the present time doesn't allow him to be as active in civic affairs as formerly, though.

Stewart would be a perfect guide for anyone wishing to take a trip over the Blue Ridge Parkway, which runs largely through the Eighth Division. During his years of service with the Commission he has been on hand to watch the area develop. He is partly responsible for the construction of many roads leading to the Parkway—NC 89 from Low Gap to the Virginia line and US 21 from Elkin to Roaring Gap, for example. Last of these access roads in the Eighth Division is the US 321 stretch from Lenoir to Blowing Rock that will be completed in 1952. Steward can tell many interesting stories about construction on and near the Parkway.

In fact, he has a stock of all types of true stories that would liven up any dull moment. His repertoire is a result of many years interest in people and things. And that is one main reason why the Eighth Division Engineer is so well liked by his associates. His friendliness, understanding and good will bring out the best in those working for him.

His greatest pleasure in life, he says, is sizing up a person, giving him a chance and seeing him develop. Judging by the number of topnotch highway employees in the Eighth Division, Stewart's instinctiveness must have paid off.

Complacency is worse than error.—It's not near so bad to lose some timber by miscalculating as it is to allow the log to rot in the forest.

Poise—a state of mind helped out considerably by the possession of five or six $10.00 bills.

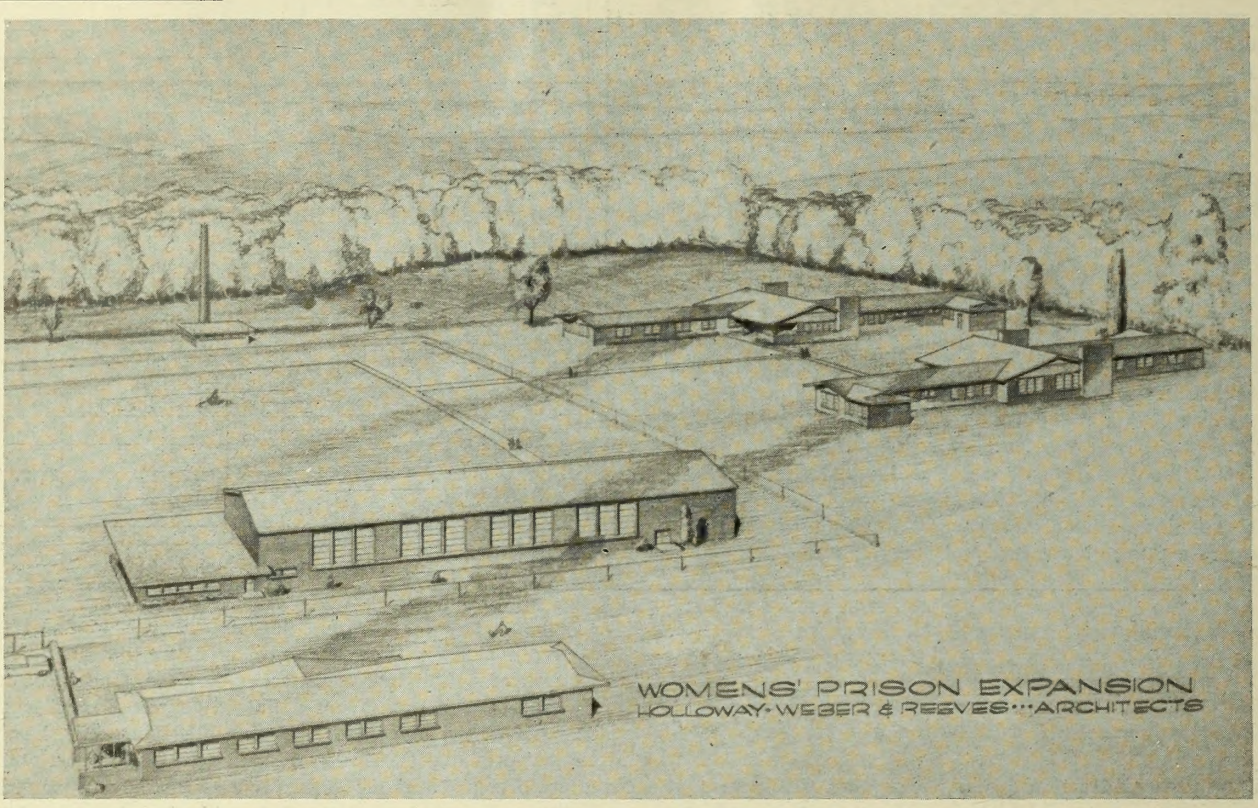
Somebody is always ready to lend a helping hand IF YOU have any trouble opening your pocketbook.

One big reason we can't save any money is because our neighbors are always buying things *we* can't *afford.*

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Prison Report



Here's a bird's eye view of the future Women's Prison. Key to the drawing, courtesy of Holloway, Weber & Reeves, Architects, follows: Central heating plant, left background; Honor cottages, right center and background; Chapel-gymnasium, center; Administration building, left foreground.

"Stone walls do not a prison make Nor iron bars a cage . . ."

HENRY VAN DYKE'S familiar quotation is a literal description of up-and-coming building plans for Women's Prison in Raleigh.

Architects' master plans, made public recently, call for the immediate construction of two honor cottages, a combination gymnasium-chapel and an administration building —all designed to avoid the appearance of a prison. Ultra-modern in every respect, the buildings will have windows of a new detention type without the usual grilles, bars or other treatment, varied interior color schemes and brick, fireproof exteriors. The two honor cottages, located outside the prison gates, feature private rooms for the trusties."

A central heating plant is also on the immediate list.

The far-reaching expansion is part of a $1,120,500 improvement program launched by Governor Scott and Chairman Jordan and now being steered to reality by Prisons Chief Walter Anderson and Women's Prison Superintendent Ronie Sheffield.

Cottages for honor grade prisoners will have individual sleeping rooms and centrally-located recreation areas which can be subdivided for large or small groups. Interior colors will be varied, selected according to exposure and other factors.

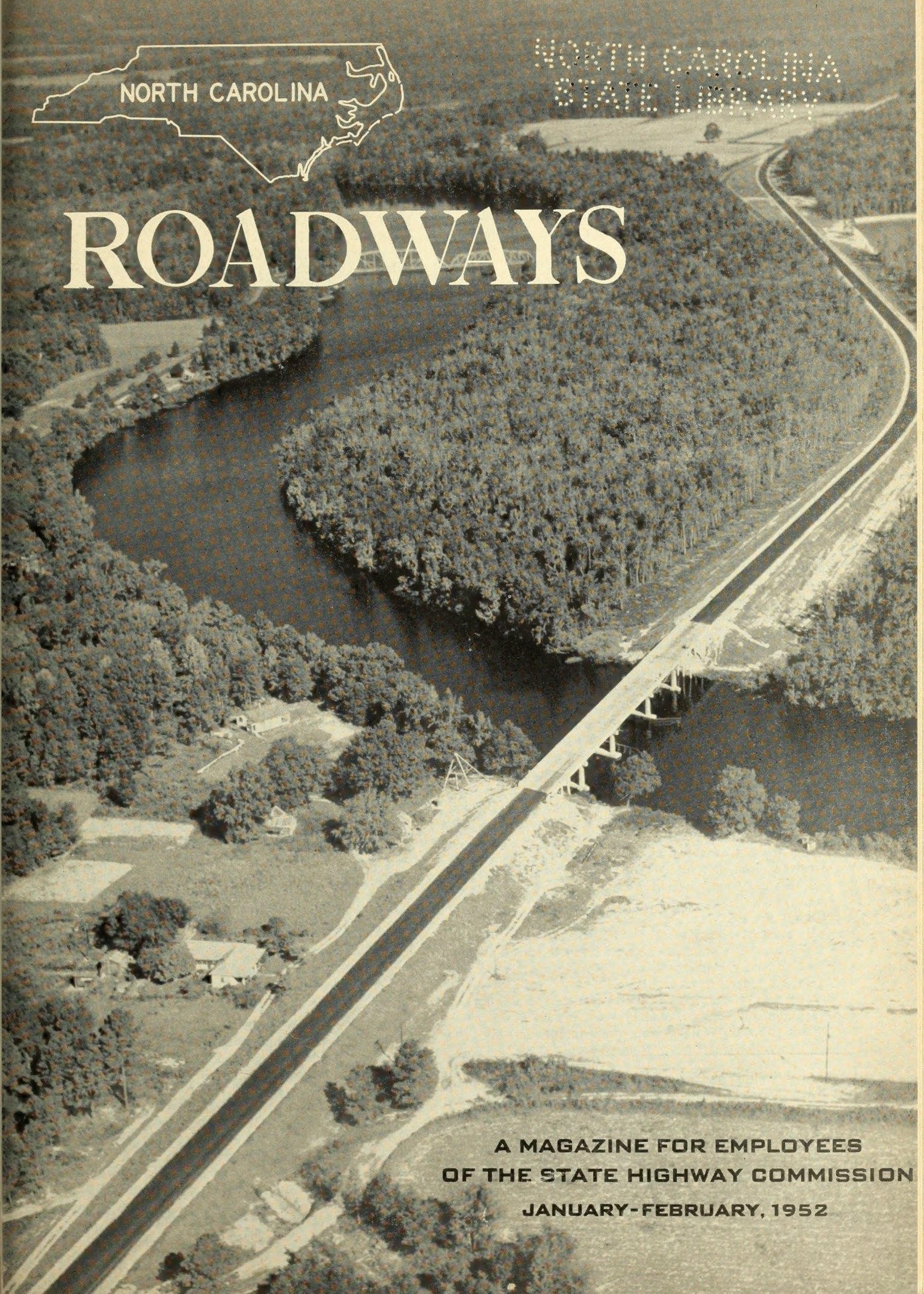
The gymnasium, which will serve as a multi-purpose building, will have movable seats so that it can be used as a chapel, auditorium or theatre as well as a gymnasium. This building also will contain four classrooms, and the lobby will have space to display handicraft made at the prison.

In addition to office space, the administration building will have classrooms and a visitors' room. Instead of the usual long counters with benches on each side, the new visitors' room will include furniture groupings that will enable up to four visitors at a time to sit apart with the inmate they visit.

At present, there are several different heating systems for the prison buildings. The new central heating plant will handle all heating requirements for the existng structures, the new construction and future construction.

Future plans call for a cannery, industry building, hospital, dining hall and inmate quarters.

The architects—Holloway, Weber and Reeves of Raleigh—worked closely with the Federal Bureau of Prisons to take advantage of latest developments in prison construction.



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ROADWAYS

A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION

JANUARY-FEBRUARY, 1952

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Let's All Take A Bow

QUITE OFTEN the Highway Department gets a letter from some out-of-State traveler who expresses warm admiration for the North Carolina highway system. North Carolinians generally take their good roads for granted, and seldom if ever take the time to comment on the adequacy of our route-markers or other signs expertly designed to help the traveler safely on his way. So we like to get mail from visitors to our State who have done extensive traveling. We feel they are able to make comparisons and know whereof they speak.

All of us can get a glow of pride from the following letter, which came from Mr. W. W. Walker of the Dravo Corporation, Pittsburgh:

"Last week I traveled from the western end of your State to the coast of Nag's Head. I was so much impressed by your highway system that I am writing to compliment you on it.

"In all my travels, I have not run into as many consistently good highways as those in North Carolina. Especially for a tourist, your system of marking is excellent, and you had so many sign posts available that surely no one could get off his route at any time.

"Your whole Commission and department are to be congratulated on doing a good job".

Thank you, Mr. Walker, and come again!

THIS MONTH'S COVER

Our cover photo this month is an aerial view of the new bridge and approaches over the Northeast Cape Fear River on the Pender-New Hanover County line near Castle Hayne. It shows graphically how the new road eliminates several curves, including right-angle curves at either end of the old bridge, shown in the upper center. The whole project, including the mile and a half of new paving, cost $397,000. The old bridge was only 17 feet wide. The new structure is 28 feet wide and has a two foot safety walk on each side. Harvey H. Stewart of Charlotte was contractor on the project, and R. A. Ashworth of Wilmington was resident engineer for the Commission.

Effect of Bypassing

(From The GREENSBORO RECORD)

THE ECONOMIC effect of rerouting highways to skirt business districts of cities and towns has been argued considerably. Studies and surveys have been conducted to determine, if possible, what the effects are. Such a study was made in California by the state highway department there in five bypassed cities.

Conclusion drawn from the study, the American Society of Planning Officials reports, was that highway rerouting to skirt business districts of California communities is giving merchants along the bypassed sections of the roads more business. Street congestion lessened almost overnight as highway rerouting caused a reduction of traffic movement.

North Sacramento was one of the communities where the California study was made. The Public Administration Clearing House has this to say about the findings in North Sacramento:

> There, 224 retail stores lined the four-mile main business street, which also served as a highway for cross-state traffic. In 1947, a freeway, bypassing this particular section of the road, was completed. Almost overnight, street congestion disappeared as traffic dropped 44 per cent. More important, at least in the eyes of North Sacramento merchants, however, was the jump in volume of their business. In the two years following the opening of the bypass, over-all volume of retail business in the stores along the former highway increased 48.5 per cent compared to a county-wide increase of 27 per cent. Largest increases . . . were registered by grocery, drug, clothing, variety and hardware stores where sales were up 54.5 per cent. However, even service stations along the route registered a jump in business of 38.5 per cent, which for the county as a whole was up only 15 per cent in the period. Even the cafe and bar business, usually thought to rely most heavily on vehicular traffic patronage, increased 13 per cent along the city route, while showing a gain of only 1.5 per cent elsewhere in the county. Too, some 30 new businesses have opened up along the superseded stretch of highway, chiefly cafes, bars and service stations. As a result, real estate values have risen steadily.

This information is handed on because of its pertinence to present day highway planning and construction. It will likely be surprising to many citizens who, for business reasons or because of community pride, have not been enthusiastic about the bypassing trend in highway routing. The experience in California may or may not be typical for the rest of the country.

Charles Ross

THE DEATH on Dec. 11 of Charles Ross, long-time general counsel of the State Highway Commission, ended a career of public service that was unique in several respects.

Mr. Ross served in the administrations of Governors McLean, Morrison, Ehringhaus, Hoey, Broughton, Cherry and Scott. During the latter's administration, he was director of the North Carolina Rural Research Project, which prepared data for the $200,000,000 rural road bonds issue. He was the Commission's first full-time general counsel. He successfully defended the Commission on right-of-way and other claims from 82 counties totaling $52,682,-167. He enjoyed the distinction of having appeared in the trial of cases in each of North Carolina's 100 counties.

(Continued on inside back cover.)

A Message From the Chairman



HIGHWAY COMMISSION employees can look back on the year just ended with a great deal of pride. It was a year full of accomplishments—a year in which your fine teamwork paid rich dividends to our State and all its people. I congratulate you on the job you did in 1951.

Our huge construction program on secondary roads moved forward steadily. During the quarter ending Sept. 30, road-builders throughout the State were laying down secondary road paving at an average rate of over 18 miles per day. As this issue went to press, statistics covering our work for the entire year had not been completed. But in the first nine months of 1951 nearly 3,500 miles of secondary roads were paved, bringing the total paved under the secondary bond program to 9,249 miles—or nearly four-fifths of our four-year 12,000-mile paving goal on farm-to-market roads.

Bear in mind that these figures do not include paving on primary highways or other projects not included in the secondary road program, and do not cover resurfacing or widening of secondary roads.

Space limitations prohibit the listing of our accomplishments. You may be assured, however, that your work is making a significant contribution to the welfare of our State, particularly from an economic standpoint. Every segment of the population benefits. New and better roads mean new homes and new businesses, new customers for the merchant, new jobs for North Carolinians, a better standard of living for our people.

Yes, the highway department — with its more than 13,000 employees — is a vital, highly important force in the economic life of our State. Our payroll for the 1950-51 fiscal year totaled $29,340,394. Nearly two and a half million dollars flowing each month into the hands of highway employees in every nook and corner of the State!

Our tremendous purchases of materials and supplies are another highly important contribution to the economy of North Carolina. The bulk of the money we spend for materials and supplies is spent in our own State with our own people, under contracts openly executed between the suppliers and the State. These purchases amounted to $17,357,208 in fiscal 1949-50 and $22,769,766 in fiscal 1950-51. These figures do not include our expenditures for equipment.

To show you where this money goes, I have taken the latest figures available as a fair sample. They give expenditures for the current fiscal year's first quarter from July 1 to Sept. 30. In that period, our expenditures for materials and supplies totaled $6,860,159.

This total included $126,281 for cement, $717,687 for tar and asphalt, $457,844 for pipe, $25,716 for steel, $350,804 for lumber, $12,997 for sand, and $2,525,346 for stone and gravel—all used on secondary roads.

Of the total listed here $3,346,991 was spent in North Carolina while only $869,684 went for materials that could not be obtained in this State. As noted before, all of our materials and supplies are bought under contracts between the State and the businesses involved.

I'd like to emphasize that these figures cover only the money spent for materials and supplies used by our own highway forces. Many millions more were spent by contractors.

All of it adds up to the fact that the highway program and our highway department are mighty factors in the State's economic life, creating wealth and materially improving the prosperity and general welfare of our people.

Now, as a new year begins, I salute every individual in our department who has a part in this tremendous undertaking. I humbly take pride in your past achievements, and look forward with confidence to continued progress in 1952.

Happy New Year to all!

Cordially,

Harry Gardner

HIGHWAYS AND PEACHES KEEP OTIS POOLE BUSY



M. OTIS POOLE

M. OTIS POOLE, capable Seventh Highway Commissioner, is a modest man.

Our NORTH CAROLINA ROADWAYS' correspondent found him reticent about his own accomplishments. Instead, he was lavish in his praise for the good work of other highway officials.

He might have cited his prominence the last 30 years in Montgomery County affairs. Not only was he the first chairman of the local Triple-A; he has served for many years on Montgomery County Board of Elections and on the local school board. He's also a trustee of Montgomery County Memorial Hospital. His business and civic affiliations—director of the Bank of Candor, director of the Sand Hill Burial Association, charter member of the Candor Lions Club—have kept him in close contact with his community. He's an active member of Jackson Springs Presbyterian Church, and has served as chairman of its Board of Deacons.

Commissioner Poole could have boasted about his rich farm near Candor—one of the largest in the Sandhills.

Starting with only 125 acres of peaches in Montgomery County in 1920, he has since parlayed it into a thriving 1,200-acre proposition. His orchard produced 20,000 bushels last year.

Of the present 1,200 acres only 500 are under cultivation; the rest is rich timberland. Mr. Poole has 150 acres of peaches, including such varieties as Carmen, Georgia Belle, Roberta, and of course, the well-known Elberta. The peach season—from middle of June till first of August—demands that he stay on the farm. All the work on his farm is done by laborers using tractors. Commissioner Poole has readily improved his land by sowing cover crops of crotalaria (it's not palatable to livestock.) During the slack fall and winter months, he can concentrate on his highway responsibilities and turn the farm supervision over to his foreman. He has a fine pack house right on his place where the peaches are brushed, graded and sorted accordingly. Being a highly perishable fruit, peaches must find immediate buyers. Low prices at harvest time combined with sharp frosts are the two main threats to a successful season. His "row crops"—sweet potatoes, tobacco and cotton—also paid rich dividends. He got a bale per acre from his 100 acres of cotton. The remaining cultivated land is planted to grain, wheat and oats.

His vital statistics show Marshall Otis Poole was born in 1896 in Jackson Springs, N. C. Son of the late Hartwell Spain and Sarah A. McLeod Poole, he is one of nine children—all living and North Carolina residents. His father, H. S. Poole, was a general farmer and also one of the organizers and cashier for ten years of the Bank of Candor. For many years he was County Agent.

Served In World War I

When Commissioner Poole was growing up, he attended Marcus School in Jackson Springs. Since it was a four-month school session (November to March only), he spent the rest of the

(Continued on page 18)



The Pooles are seated in the living room of their snug brick home which the Commissioner designed and built. That's Cara Ann in the middle. Their older daughter, Mary Ruth (Mrs. E. H.) Wood, lives in Troy. This winter you'll find them here enjoying their new television set.



Otis Poole takes time out from his pressing highway duties to read the paper in his cozy "den". Once he could conduct his peach affairs from his home, but his appointment to the Highway Commission changed that. Now he has an office in Candor.

Prison Farms Wind Up Record Canning Season

By M. E. BASS

Farm Office Clerk, Prison Department

IN THE EARLY spring of 1951, it was decided that the Prison Department would put an extensive canning program into effect during the 1951 farming season.

New and modern canning machinery was purchased, and existing machinery was given the necessary repairs to put it into smooth operating condition. It was decided to locate the major canning plants in four strategic locations in the vegetable-growing section of the State. These were placed at Caledonia Prison Farm, under the late H. L. Meacham; at Women's Prison, under Miss Ronie Sheffield; at Creswell, in Washington County, under H. L. Harris; and at Carthage, in Moore County, under C. M. Jackson.

All other camps were furnished new automatic can sealers or the existing sealers were put into good working condition. The farms near the four locations grew the vegetables and had them transported to the cannery nearest them by J. M. Harrison's trucks from Cary Prison Farm. All other camps canned their vegetables themselves at their own locations, unless they had more than could be managed at one time.

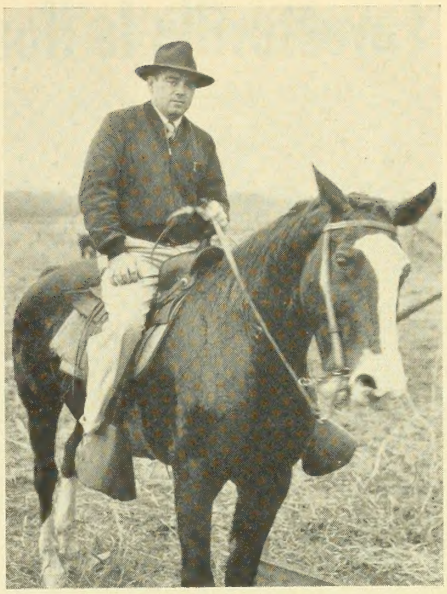
The 1951 canning season was very successful, notwithstanding the handicaps familiar to all farmers—dry spells, wet spells, pests, etc., and the Prison Department at mid-November had approximately 297,361 cans of home-grown and canned fruits, vegetables, and other products.

At the outset of the season a Kardex inventory system was put into effect by O. M. Banks, then Business Manager, and M. E. Bass, Farm Office Clerk, whereby a perpetual record is maintained of products canned. These records reflect the amount of canning done by each camp, and the total of each product, throughout the State.

With the exception of peaches and apples, all other products canned were grown at Prison Department farms. Due to market conditions on these two items, the Prison Department was able to procure these fruits at a very reasonable figure.

A list of goods canned by the Prison Department would read somewhat like a section of a modern supermarket—all the way from strawberry jam, canned in the Third Division, through herring fish and roe, canned by the

(Continued on page 6)

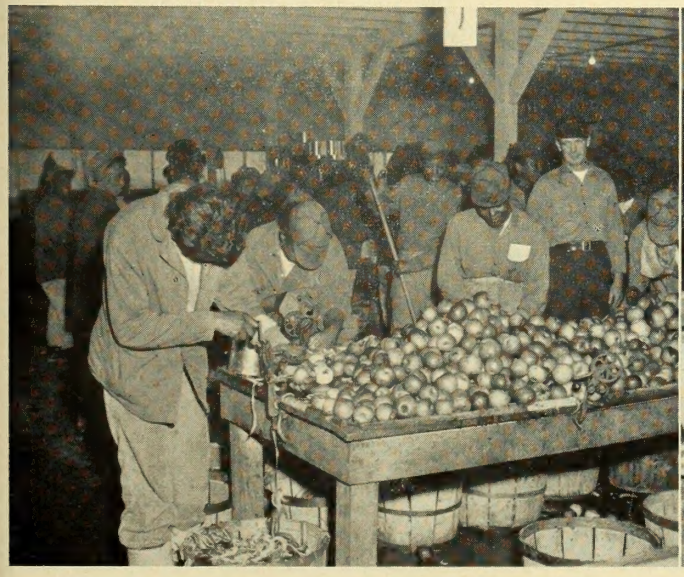


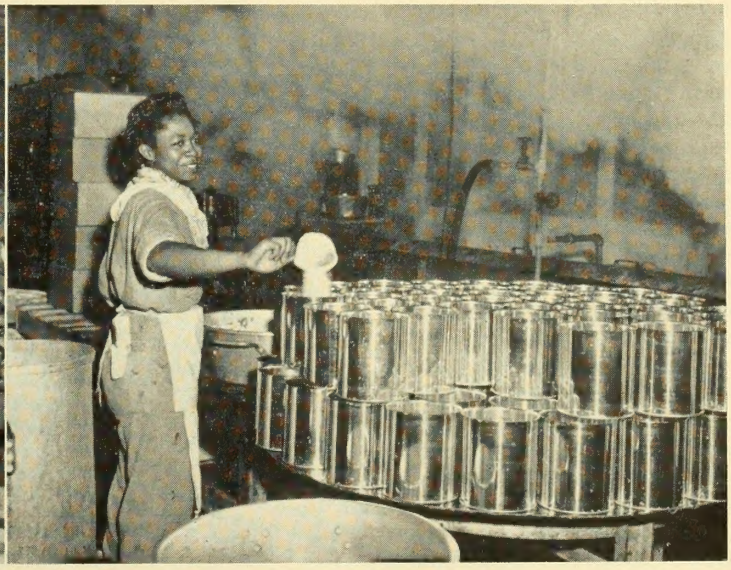
Ralph D. Edwards is the farm superintendent at Caledonia Prison Farm in Halifax County since his appointment in November by Prison Director Walter F. Anderson.

The job he is filling at Caledonia has been vacant for a year. Hazel L. Meacham, who was superintendent of the entire prison farm system, handled the Caledonia duties until his death in July.

Edwards has been farm superintendent at the North Carolina School for the Blind and Deaf since graduating from N. C. State College in 1949 with a B. S. degree in agronomy. He lives on Route 2, Raleigh.

Edwards began his new work on November 10. He is 26 years old and served in the Army Air Forces during World War II.





The pictures above show two steps in the canning program conducted at Caledonia Prison Farm. The scene on the left was taken in the shed where the apples are peeled. On the right a cup of sugar is added to sweeten each can of apples. The prison farms canned a total of 297,361 cans of home-grown fruits, vegetables and fish last year. —(Photographs by Charles Snow.)

Fayetteville Is Host To Commission



Highway Commission folks learned a great deal about the training of paratroopers during their visit to Fort Bragg following the Commission's meeting in Fayetteville Nov. 1. Officers and men of the 82nd Airborne Division were splendid hosts for this part of the program. This photo shows a group learning about the loading of heavy drop equipment. You can recognize, from the left, Chief Counsel R. Brookes Peters, Chief Engineer Bill Rogers, Dr. and Mrs. R. E. Earp, Mrs. Henry Shelton, Tommy Jordan, Commissioner and Mrs. Joe Graham and Chairman Jordan. At the extreme left is Bernard Stein, president of the Chamber of Commerce, who did a lot to make the Fayetteville visit highly enjoyable.

(82nd Airborne Photos.)

HOSPITALITY was really showered on the Commission and other guests by Fayetteville and Fort Bragg when the Commission held its regular meeting in Fayetteville Nov. 1. They will long remember the splendid welcome they received from the city and from the great military post.

Commissioner Clark and his friends proved unexcelled hosts. After a busy meeting that took up the morning, the highway commissioners embarked on a round of entertainment that was both extremely interesting and pleasant. To start things off, the Commission was welcomed to Fayetteville by J. Bernard Stein, president of the Chamber of Commerce, and Mayor Joe Talley, Jr., who paid tribute to the Commission's "good administration of highway affairs".

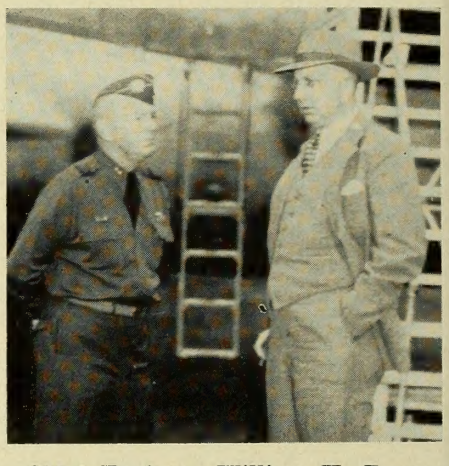
Following the business meeting, the commissioners attended a luncheon at which engineering and supervisory personnel of the Third Division also were guests. Commissioner Clark proudly presented the men who are working together to do such a good job in the Third. A number of Fayetteville's civic leaders also attended the luncheon.

Afterward, the guests entered a new double-decked bus for a tour of the training activities of the famed 82nd Airborne Division at Fort Bragg. This part of the visit was highly interesting, and the military officials did themselves proud as hosts. The Commissioners were greeted and shown around by Lieut.-Gen. John W. Leonard, post commander; Brig.-Gen. Pearson Menoher, deputy post commander; and Major-General Thomas F. Hickey, commander of the 82nd. Lt. D. L. Johnson, post public relations officer, served as guide, and turned in a bang-up job that all the visitors sincerely appreciated.



Commissioner Wilbur Clark, one of the hosts for the Fayetteville meeting of the Commission, is greeted by Major General Thomas F. Hickey as the highway group began an inspection of the paratroopers' training program at Fort Bragg.

That night, the Chamber of Commerce was host at a banquet in the beautiful Beth Israel Community House. Here Mr. Stein shone as a master of ceremonies. The 125 people present enjoyed charcoal-broiled T-bone steaks, plenty of good fellowship and a fine entertainment program presented by talented musicians, comedians, and dancers from Fort Bragg. Handsome initialed brief-cases were presented to each commissioner, Chief Engineer Rogers and Division Engineer Whitfield, and gifts of nylons and perfume went to the ladies.



Chief Engineer William H. Rogers, Jr., gets first-hand information on parachuting from Major General Thomas F. Hickey, commanding general of the 82nd Airborne Division at Fort Bragg. The visiting highway people were very much impressed by the workmanlike job being done by the 82nd in training paratroopers.

The Commission will hold its next out-of-Raleigh meeting in Winston-Salem in January. It will go outside the capital city again next spring to meet in Wilmington. After the Wilmington meeting, it will not hold any more sessions away from Raleigh, so no more invitations are being accepted.

Reason for this policy: The Commission was getting more invitations than it could accept, and rather than hurt anybody's feelings it decided not to accept any more.

12,000 Miles Centerlined In 1951

STRICT observance of the yellow "barrier lines" that mark potential danger spots on North Carolina highways would reduce traffic accidents 50 per cent, according to Traffic Engineer Robert A. Burch. The Commission adopted the yellow line at the urging of Burch in October of 1950, and during the summer months of 1951, it first came into extensive use on North Carolina highways.

Cold weather puts a halt to center-line painting. Low temperature slows drying of the paint, and it is harder to handle in the sprayers.

Reporting on last year's work, Burch said 12,000 miles of white center-line had been painted before cold weather made the work taper off in November. This took 135,000 gallons of paint. About 3,000 miles of yellow barrier lines were painted.

Public's Cooperation Needed

"Our biggest problem", commented Burch, "is to get the cooperation of the traveling public while paint is being applied." His paint crews place rubber cones or yellow-painted sections of old automobile tires along the newly-painted traffic lines in an effort to protect the wet paint before it dries, but some motorists insist on weaving back and forth across the lines and that makes for a very messy job.

Please, asks Burch, don't cross the center-lines until the paint dries.

The traffic engineer also has another concern. He wants the highway traveler to realize that the yellow line in his lane means for him not to pass the man in front, because at such locations sight distance is 600 feet or less. The yellow line is a warning of potential danger.

A driver may pass the vehicle up front when the yellow line is not in his lane and there is no opposing traffic. But absence of the yellow line does not always mean it is safe for the driver to pass.

"Reasonable precaution still must be taken to determine the distance of any on-coming vehicle", Burch warns.

Most states now use the yellow barrier line.

Reflectorized Paint Used

Last year, North Carolina motorists got for the first time the extra service of a usable line at night. The commission used reflectorized "night-shining" materials in painting the white and yellow lines in 1951. This material increases the safety of the highway, especially during periods of inclement weather such as fogs and low visibility from other causes.

All of the material used in center-line painting last year was of the reflectorized type, with the exception of a small amount used in the Fourth Division on some bond roads. It costs about 20 cents more per gallon than plain paint, but it lasts considerably longer and thus the cost is less per day of useful life.

Other Accomplishments

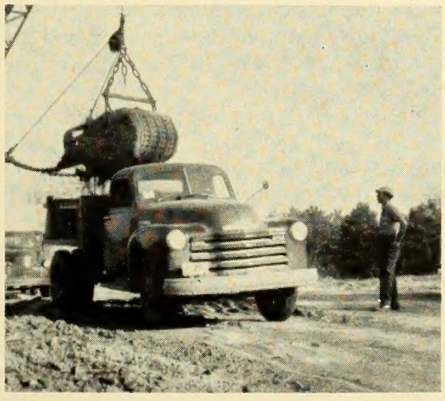
Further saving in cost has been effected by use of a skip line. The white paint is placed in 40-foot cycles, with 15 feet of painted line and 25 feet of skip. This means a saving of 62½ per cent in paint material.

Another accomplishment last year was the procurement of five new paint machines of an improved type which more efficiently applies the paint to the pavement. Each of the 10 highway divisions now is equipped with a machine capable of applying paint to the pavement with modern techniques using air-pressure and spray-gun equipment. Some of the machines were bought from commercial manufacturers and some were made in highway shops.

It is the Commission's policy to place a center-line on all paved roads which carry a daily average of 300 or more vehicles. Some exceptions have been made to this rule, but in general it has been followed.

Counting the 12,000 miles of center-lines painted last year and a considerable amount of usable line painted in 1950 and not yet requiring a repaint job, most of North Carolina's paved roads now have a usable center line.

Next spring the work will start again. And please don't cross the lines while the paint is wet.



This highway truck driver knows to stand at a SAFE distance when power shovels, draglines or dipper sticks are loaded.

Save That Back

By J. P. CRAWFORD
Director of Safety

THE GOAL of any safety program is, of course, a reduction in the number of injuries and deaths resulting from accidents.

It has been called to my attention that our records show an increase in the number of injuries resulting from the incorrect way of lifting and handling of materials. Many folks are prone to regard a back strain as a minor injury—minor because it doesn't change the appearance of a man much, and in many instances a person gets his back strapped up and finds himself right back at work, though a light work. Often he finds that his pay check is little affected.

But I think differently. A strain is a serious injury. It can and does have a detrimental effect on a man's life after his work day has ended. A strain can mean no more of many pleasurable activities. I'm sure that we can all imagine how a strained back or shoulder could seriously affect our off-the-job time. No more good fishing. No more swimming, handball, basketball, etc., if we were athletically inclined. No more puttering around keeping the car or the home in shape. You all know the correct lifting position. Legs bent, hips low, the back straight as possible, arms straight down to the load. You fellows in the shops have seen the posters stressing the importance of getting help with a heavy load. Remember that the next time there is a big lifting job to be done.

In the next few weeks I hope to be able to see and talk with each of you men in person, and discuss your safety problems and mine. In the meantime, a little safety thought: Today is the important day to every one of us. Our plans today are the foundation on which our future is built. If we plan well, we will enjoy the success of our planning. Yes, today is a really important day. Our decisions, actions, whatever we do, how we think, how well we do our work and how safely we do our work will decide our future and the future of our loved ones.

How safely we perform our jobs is most important. This should be the first plan of the day—to work safely. That is one foundation upon which our future rests, because carelessness, neglect or indifference to safety rules can lead to a serious accident which can shatter our entire future.

GRADE CROSSINGS RATED ON HAZARDS TO TRAFFIC

OVER 2,000 railroad grade crossings on North Carolina's secondary rural roads have recently been classified as to their potential danger to motor vehicle traffic.

The complex survey, conducted by Jim Burch's Statistics and Planning Division in cooperation with the U. S. Bureau of Public Roads, was started over two years ago. It was prompted by North Carolina's rapidly expanding rural road program and was designed to show which grade crossings have the highest relative accident potential.

The study will be of great help in planning roads and adequate safeguards for traffic at those crossings where the chance for accidents are greatest.

"This has been a monumental job," Chairman H. W. Jordan commented. "This work of Mr. Burch and his associates will be extremely valuable to our program for better and safer rural roads."

33 Railroads In North Carolina

In North Carolina, 33 operating railroad systems cross 2,024 rural county roads at grade. Each of these crossings was studied on the spot by Burch's men. The number of crossings does not include delimited surburban areas or some minor spur-track crossings.

Each crossing was given an index rating based generally on the physical characteristics of the crossing (such as sight distance), the number of vehicles using the crossing, and the number, time and speed of trains moving over the crossing each day. Burch explained that the higher the index rating, the greater was the indicated potential danger.

The hazard index rating ran as high as 8,962, which was the rating given a crossing in Wake County at Method, near Raleigh. Surprisingly enough, there has never been a serious accident there.

Results of the study revealed that of the 2,024 crossings, only four have hazard indices over 5000. Two of these are in Wake County, one in Gaston and one in Mecklenburg. Each of these crossings has highway warning signals and other signs.

In the 1000-5000 hazard index bracket, there are 77 crossings distributed in 32 counties, with Wake and Mecklenburg having seven each, Vance six, and Halifax County five. Of these 77 crossings, 14 are protected with electric flashing signals, while the remaining 63 have only highway warning signs.

Each Crossing Surveyed

In addition to making an on-the-spot study of each crossing, the men conducting the survey examined the files of the Department of Motor Vehicles for data on accidents at grade crossings from Jan. 1, 1946, to Jan. 1, 1951. The railroads also cooperated.

Each crossing was carefully examined and measured for sight distance, angle, grade and other physical characteristics. The volume of vehicular traffic and other pertinent factors were taken into account.

Burch said, "It is believed that this report will be of real reference value in choosing crossings for protection in the most logical manner, designed to avoid the maximum number of accidents at a minimum of cost."

Grade crossings on primary highways were not included in the study, since such a survey had been made previously.

Since early 1949 the state has hard-surfaced about 9,000 miles of secondary roads, and another 3,000 miles of new paving is planned under the bond program. Highway officials realized that grade crossings on such roads would assume a higher accident potential due to increased traffic, increased speed and more "stranger" drivers unfamiliar with the roads.

"It is a known fact that traffic increases on such newly-paved roads from 20 to 40 per cent, and sometimes even as high as 100 per cent or more, due partly to traffic transfer from other local roads," commented Burch in his report. "The increase in traffic, in itself, would not be too serious a matter were it not accompanied by an increase in vehicular speed and in the percentage of non-local drivers."

Pointing out that a rather high percentage of the rural railroad grade crossings will be involved in the secondary road program, the Statistics and Planning Engineer continued:

"It becomes apparent, then, that unless steps are taken to provide adequate protection for these crossings, the state may expect to witness an increased rate of accidents at grade crossings, with attendant injuries, extensive property damage, and loss of human lives. Realizing the seriousness of this situation, the Division of Statistics and Planning has undertaken the task of evaluating all these crossings on the basis of their relative traffic hazard."

The report includes basic data for each of 2,024 crossings and individual county maps which show the locations of the 400 crossings with the highest hazard rating.

RECORD CANNING SEASON

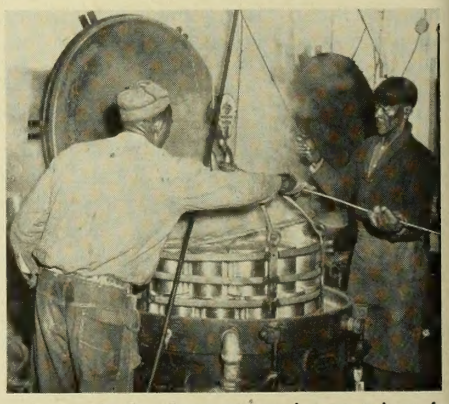
(Continued from page 3)

Creswell camp, cucumber pickles, soup mixture, pumpkin, chow-chow, pepper relish, and onions. Then, of course, there were the more staple products; snap beans, lima beans, corn, tomatoes, sauerkraut, sweet potatoes, okra, field peas, peaches, apples and various green vegetables. At a price set for these products, which is slightly lower than wholesale, the current value is approximately $159,393.00, which will result in a substantial savings in cost of subsistence for Prison Department installations.

From a business angle, a price for the products was set for both the product harvested and the product canned and cased. Thus, in effect, the camp which grew the vegetable sold the vegetable to the cannery, which in turn sold the vegetable to the Prison Department warehouse stock for distribution throughout the prison system.

J. Ennis Davis, Farm Supervisor, was well pleased with the manner in which the canning was carried out. The canneries were kept in a clean condition, and a flow of work was maintained which kept spoilage at a minimum. All products which have been consumed thus far from the 1951 season have been palatable and a welcomed item on the prisons' bill of fare.

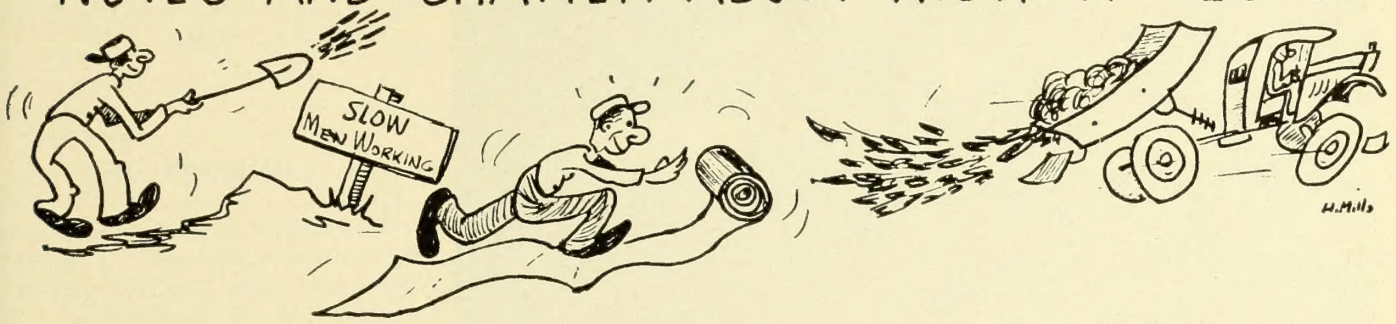
Mr. Davis and Mr. Anderson, Director of Prisons, agree that this season has been most successful, thanks to the cooperation of all concerned, and express the hope that the 1952 season will be as rewarding, or perhaps even surpass the 1951 season.



One of the last steps in canning is shown above. The cans are lowered in a vat for high-pressure sealing and steaming.

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



(Editor's Note—This section is devoted exclusively to news about your division, your family, and you. Since TAR WHEELS is your passing parade, we want to know more about you. You can help us by sending news items and snapshots to your division or district correspondents.)

HEADQUARTERS

WE HEARD a good dog story the other day . . . The "quail-hunters" of the roadway department, *Tom Parks* and *John Morson*, have been kidding *Dan Allen* about his "Dominiquer dog" . . . *Dan* may give up *shooting* quail since his own dog can do better . . . Not so long ago *John, Dan* and the dog went bird-hunting . . . When neither could shoot a bird, the dog went hunting himself . . . He stalked, caught, and retrieved his own "dominiquer" hen . . . Well, bird for dinner, anyway.

W. A. ELLIS of the bituminous department is rightfully proud of his twelve-year old son, *Blair*, who's played shortstop and centerfield on Raleigh's All Star Midget Baseball team the past two years . . . *Blair* was also on the undefeated "Hayes-Barton Bears" midget football team last fall . . . A chip off the old block, *Blair* seems to be following in the footsteps of his father who was a baseball and basketball star in his college days.



LINDA SUE and BLANCHIE BRADLEY

LATE vacationist *Nancy Howell* had a wonderful week in New York last fall . . . Saw Arthur Godfrey's television "Show of Shows" in production, Ethel Merman in "Call Me Madam" and Judy Garland's show . . . Toured U. N. Headquarters, Chinatown and Coney Island . . . According to Nancy, riding subways caused her no confusion.

LINDA SUE BRADLEY is photographed in the arms of her mother, *Mrs. Blanchie Ladd Bradley*, numerical key punch operator in Statistics and Planning department. . . *Blanchie* has been with the Commission since 1946.

GET WELL wishes to *Louise Bernard's* sister, Madge, who was critically ill.

WELCOME to new employees: *Anne Simmons*, Statistics and Planning, *Juanita Byrd*, secretary in purchasing and contracts, and *Jewell Kidd*, secretary in public relations.

S. H. SHEARIN is talented . . . He and 999 others furnished choir music for Billy Graham's recent revival in Raleigh . . . *Walter Anderson* was in charge of the ushers.

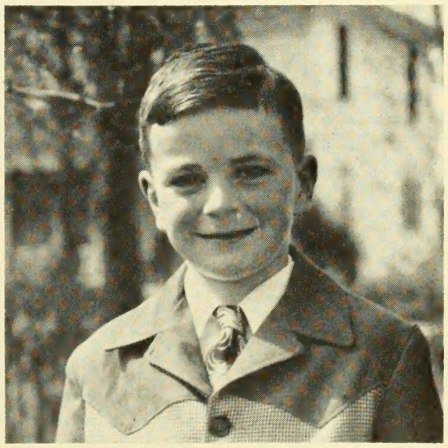
WHEN the Right-of-Way office staff saw a sign over *Mrs. Hilda Russell's* desk saying "FISHING POX," they knew she had the "bug" . . . She's been to Kure's Beach several week-ends and returned each time with a string of mullets, trout and blues.

TOM V. FAHNESTOCK, JR., eight year old son of bituminous engineer *T. V. Fahnestock* appeared recently in the Children's Little Theatre production of "Snow White and the Seven Dwarfs" . . . *Tom* was one of the dwarf's . . . He's a third-grader at Myrtle Underwood.

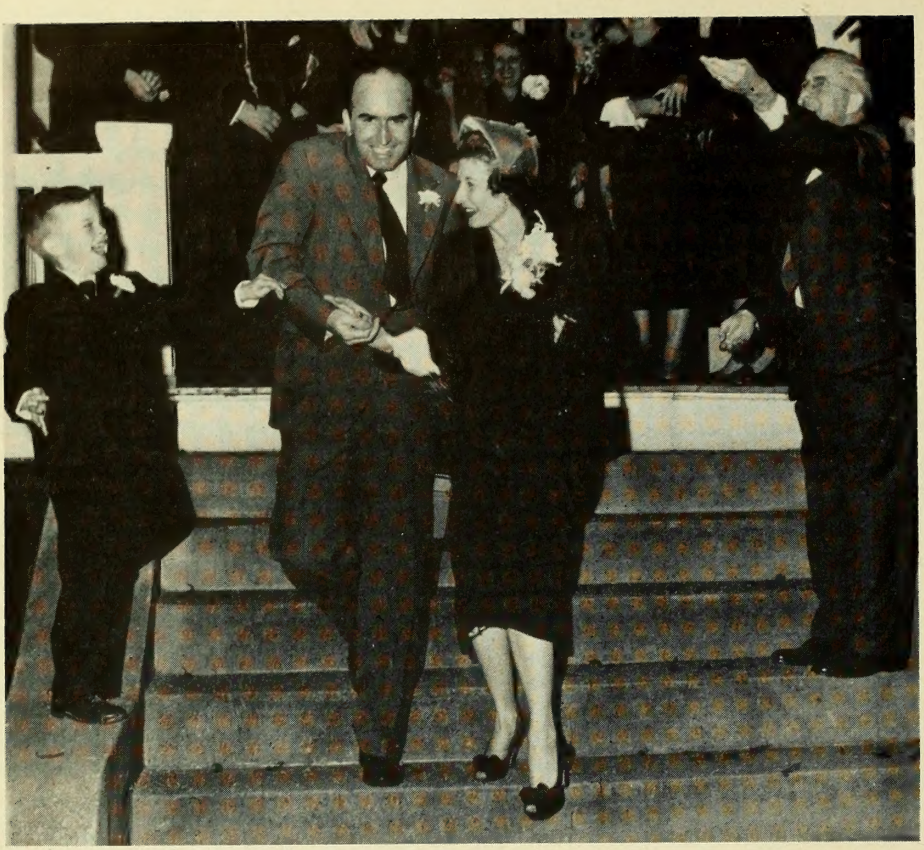
WE KNOW Sam Smith's Christmas was complete . . . He visited his daughter and grandson in Florida.

ON HAND for *Mr. Fussell's* "welcome-back" party (see photo Highway People) were *L. V. Jay, R. N. Brincefield, "Tilly" Bevacqua, Guy C. Farmer, John Honbarrier, Janet E. Marshburn, Betty Miles, Dot Moore, Flora McDonald, Helen Puckett, Jim Burch, Ann Simmons* and *Bill Taylor* . . . The gang presented him with a lovely glazed pottery cigarette box and ash trays . . . An empty Hadacol box contained appropriate testimonies by *Blanchie Ladd Bradley, J. D. Bradford, Maggie Blades, Bill Sedberry* and *Belle Tilley.*

A LARGE delegation of highway folks were in Charleston, S. C., December 6-7 for the Southeastern Association of State Highway Officials meeting . . . Among those conventioning were Equipment Engineer *B. W. Davis*, Bridge Maintenance Engineer *C. B. Taylor*, Construction



TOM FAHNESTOCK, JR.



Mr. and Mrs. Bill Parks leave in shower of rice . . .
She's the former Betsy McMillan

Engineer *W. E. Hawkins*, Roadway Design Engineer *Edward Cothran*, Right-of-Way Engineer *T. B. Wilson*, Bituminous Engineer *T. V. Fahnestock*, and Assistant State Highway Engineer *L. W. Payne* . . . Division engineers who were there included *W. N. Spruill, R. Markham, L. E. Whitfield, T. A. Burton, M. E. Beatty, Z. V. Stewart, L. B. Peck*, and *W. N. Corkill* . . . *A. J. Hughes*, assistant division engineer, represented division six.

BACK ON THE JOB after being sick are *Edna Jerome*, Location; and *Bryan Moore*, Statistics.

FLASH! As we go to press, Jim Burch's department — Statistics and Planning — has salvaged many of the maps, records and data that were burned and water soaked by the fire that gutted their offices the night of December 17th . . . Things don't look nearly as bad as they did that rainy, freezing cold morning after the fire . . . Instead of being a total loss as first thought, many of the maps and records have been salvaged . . . However, the old apartment house which had been converted for temporary highway offices was so badly damaged by fire and water as to justify complete wreckage and abandonment . . . "We've been able to salvage about 90% of the records and maps and about 50% of the office equipment", says Burch . . . "We're back in business but won't get into full swing for several more weeks."

HARDEST HIT was "Tilly" Bevacqua's second floor office . . . His office was directly in the path of the raging fire that raced up from the basement furnace . . . About 80% of Bevacqua's county maps were charred beyond possible salvage.

BURCH and his men arrived early on the morning after the fire . . . Clad in army fatigues, blue jeans, hip boots and rain slickers, they braved the driving rain and sub-freezing temperatures to lug out desks, chairs and maps . . . Despite the foul weather, they showed a fine spirit of cooperation . . . The linen tracings were dried out, the charred calculators and typewriters were sent back to the local agencies for oil soaking and repair.

THE STATISTICIANS have moved their watersoaked maps and scorched equipment into every available space in the regular highway building. . . Some of the crew set up shop in the prison department while others are making do in the already crowded map file room. . . . Burch and his secretary, Flora McDonald, have moved to temporary quarters on the second floor of the highway building . . . Tangible proof that they're back in business is the wooden "Planning and Statistics Dept." sign which is tacked over the door. . . Some have even moved into the nearly finished highway building with hope of getting heat, lights and windows in soon. Several others are temporarily located in offices in the Hall of Archives and History.

ALL IN ALL, they've made a fine recovery from a bad set-back . . . Give them several more month and they'll be back in full swing.

DIVISION ONE

THE FIRST is mighty proud of their 30-year and 31-year men . . . The sixteen men listed below have *488* years of continuous service by April 13,1952 . . . Those with *31* years of service with the Highway Commission are: *W. N. Spruill*, division engineer; *R. R. Roper*, resident engineer; *H. P. King*, maintenance supervisor; *M. A. Robertson*, maintenance supervisior; *C.W. Lewis*, maintenance supervisor; *David Keel*, maintenance supervisor; *G. E. Hines*, supervisory foreman; and *J. C. Keel*, section foreman . . . The following eight men have each worked *30* years with the Commission: *J. D. Miller*, assistant division engineer; *F. M. Carlisle*, senior office engineer; *M. P. Powell*, maintenance supervisor; *R. E. Thomas*, maintenance supervisor; *R. C. Speight*, road oil supervisor; *H. M. Tharrington*, supervisory foreman; *A. W. Boyd*, gang foreman; and *J. M. King*, section foreman . . . We think this is a splendid record for Division One . . . They're wondering if there is another division that can meet this record.

STORK HOLLOW . . . The First proudly announces the birth of a daughter to *Mr. and Mrs. R. B. O'Neal* of Stumpy Point, a son to *Mr. and Mrs. Curtis McHorney* of Maple, and a son to *Mr. and Mrs. McMullen White* of Winfall.

OUR SYMPATHY is extended to *W. P. Robertson*, truck driver, whose wife died December 6 after a long illness . . . To *Mr. and Mrs. George K. Riddick* of Eure whose month-old son died December 1, 1951.

SEVERAL Division One employees took a few extra days at Christmas time . . . We certainly hope that everyone had a very Merry Christmas!

THE OFFICES of *G. K. Mack*, district engineer, and *W. F. Sessoms*, resident engineer, now have a new location . . . Both offices are now located in one building in Elizabeth City . . . The change was made in November.

DIVISION TWO

THE SECOND Division is justly proud of the beauty and talent of its employees . . . The accompanying picture shows *Helen Roland* (left), secretary to Right-of-Way engineers, *Ann Askew* (right), secretary to division mechanic, and *Ed A. Conway*, engineering aide . . . The occasion was the "Follies of 1951" which was presented in Greenville recently . . . In addition to having charm and poise, these gals can dance the Charleston . . . *Ed* stopped the show with his rendition of "The First Time I Saw Paris."

MR. AND MRS. ROBERT ASHLEY MERRITT, JR., announce the birth of a son, *Robert Ashley, Jr.* . . . *Mrs. Merritt* is the former *Louise Byrd* . . . *Mr. Merritt*, Highway Inspector II, is located in Kinston . . . *Robert Ashley, Jr.*, arrived on on his father's 31st birthday.

OTHER NEW PARENTS are *Mr. and Mrs. Charlie Hartsock, Jr.*, who have a new daughter . . . *Charlie* is junior Right-of-Way Engineer for the Second Division . . . *Mrs. Hartsock* is the former Georgia Cline.

ODELL LEWIS, rodman with the construction department in New Bern, was drafted in the Army in the fall.

WEDDING BELLS . . . *J. C. Burton, Jr.*, District I, was married to *Charlotte Meredith Linton* of Belhaven on October 7, 1951.

MRS. PEGGY C. WALKER, district clerk at Washington, reports an enjoyable vacation in Western North Carolina . . . "The scenery was glorious. Every part of the trip was happy except travel over one road—too many hairpin curves and steep grades" . . . Liking the flat country, *Peg* says she does not wish to meet anyone "comin' round the mountain."

OTHER LATE-VACATIONISTS were *J. C. Barton, Jr., C. T. Bell, W. H. Craddock, Troy Lane, R. E. Lewis, R. E. Midgette, E. L. Moore, J. C. Norman, C. B. O'Neal, J. L. Overton, A. A. Phelps, G. E. Phelps, J. E. Phelps, Lee Pinkham, D. E. Sawyer, F. L. Simmons, L. E. Smith, T. B. Sykes, Marvin Warren*, and *E. G. Woolard.*

WELCOME TO NEW EMPLOYEES . . . *E. T. Brickhouse*, Creswell; *G. A. Edwards*, Washington; *H. B. Roughton*, Creswell; and *R. L. Sawyer*, Creswell, have just been employed by the Commission.

SYMPATHY is extended to the family of *Mrs. Lola Ethel Epperson*, wife of bridge foreman, *John D. Epperson.*

CLEVELAND MEADOWS, former section foreman's helper with J. J. Thomas in Jones County, was killed in action in Korea on October 3, 1951.

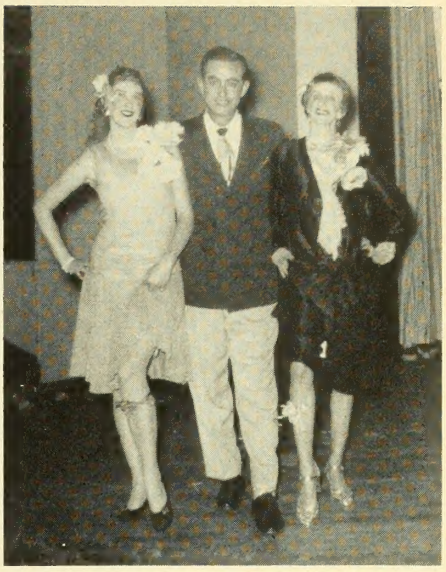
THOSE on the Second Division sick list included *A. C. Ambrose, L. T. Carter, G. W. Cartwright, L. W. Davenport, C. H. Willoughby, D. T. Fisher, H. B. Congleton*, and *W. E. Cox* . . . Hope they are much better now.

SECOND DIVISION was saddened to learn of the death of *Reuben M. Carawan*, gang foreman at Washington . . . A veteran employee having joined the Commission in July, 1926 . . . Our sympathy to his family.

WORD has been received that *Capt. Charlie W. Snell* arrived safe and sound at Camp Pendleton, California . . . *Charlie* was office engineer in Greenville before his return to the Marine Corps in August.

SNAPPED IN FRONT of Division Two office . . . Front row (left to right) includes *J. L. Phillips* (our ROADWAYS' correspondent), *R. Markham* (Division Engineer), and *H. H. Wesley.* On the second row (left to right) are *C. Y. Griffin, Hazel Baker, Helen Roland, Thelma Exum, Mrs. T. B. Brown* and *C. G. Smith.* The back row includes *P. E. Mallison* and *T. S. Bond* . . .They're all loyal highway employees.

ASLEEP in her crib is *Nancy Gray Gill*, brand-new daughter of *Mr. and Mrs. F. K. (Pat) Gill* . . . *Nancy's* grandmother is *Mrs. Sybil McGowan Smith* district clerk at New Bern who has worked with the State since 1937.

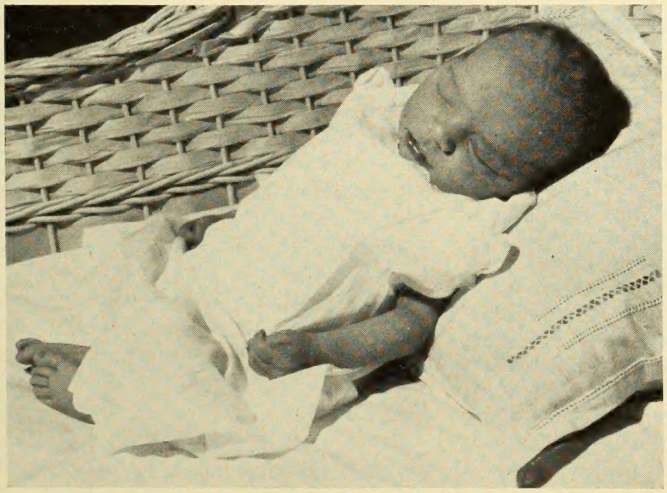


"FOLLIES OF 1951"

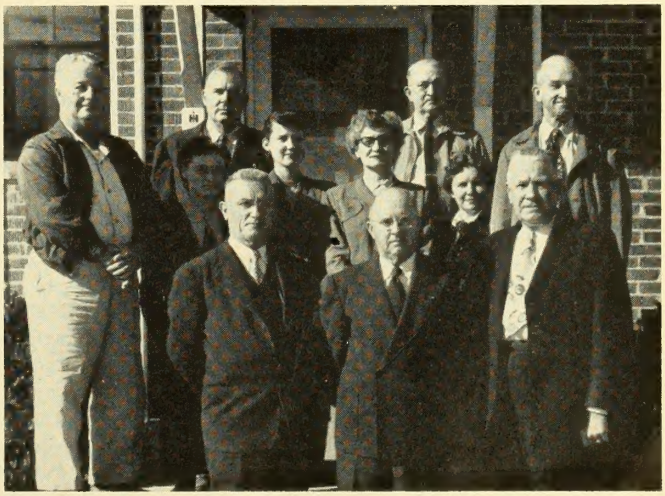
DIVISION THREE

BIG NEWS from the Third is the new bridge across the Northeast Cape Fear River near Castle Hayne . . . The bridge and its approaches are pictured on our front cover this month . . . Formal dedication of the structure was held on December 3.

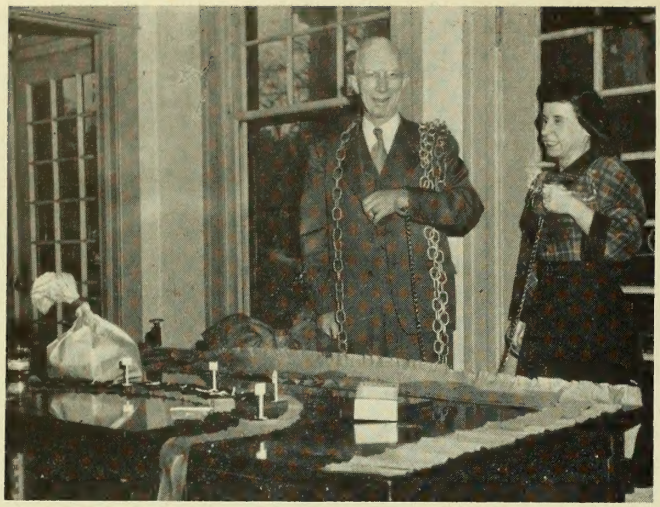
AMONG THOSE expressing appreciation for the project were Mayor E. L. White of Wilmington; Addison Hewlett, Sr., chairman of the New Hanover County Board of Commissioners; A. E. Gibson of Wilmington and Roy Rowe of Burgaw, co-chairmen of the celebration; and Mayor Heide Davis of Burgaw.



NANCY GRAY GILL . . . ASLEEP



DIVISION TWO OFFICE PERSONNEL



D. C. FUSSELL, accountant and chief clerk in Statistics and Planning, was greeted recently with a small celebration upon his return to work from a western North Carolina honeymoon. Bettie Miles helped him remove the chains borrowed from the prison department.

Mr. Fussell surprised his highway friends when he was quietly married to Mrs. Mary Watkins November 10 in Raleigh.

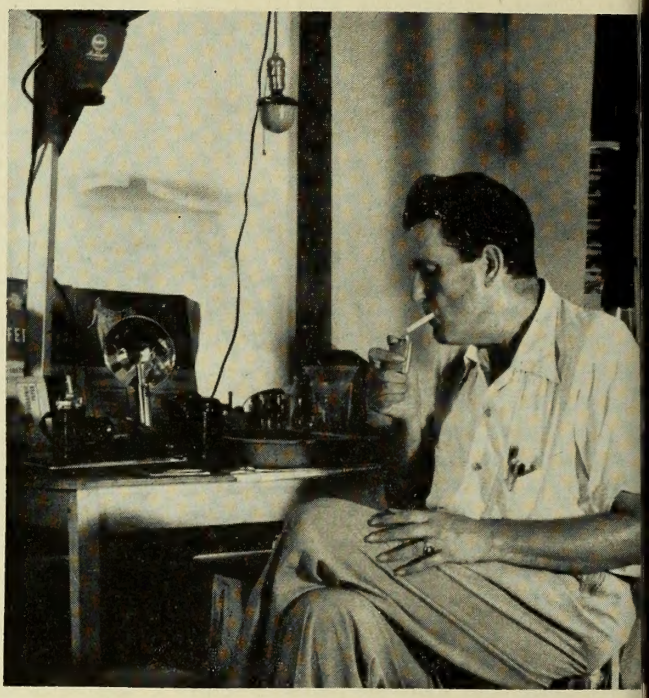
His fellow workers celebrated his return by decking his chair and desk with red, green, and black crepe paper. They even rigged up a "Highway of Happiness" marked with miniature road signs — "Steep Grade", "High Voltage", "Watch Out for Children" and "Reduce Speed."

The newlyweds met some ten years ago at a church meeting. They are both active in civic and fraternal affairs; she served as president of Raleigh Business and Professional Women's Club. Once prominent in banking circles, Mr. Fussell was one-time president of First National Bank in Dunn before joining the Commission in 1937.

The chief clerk in Statistics was born in Rose Hill in 1884. He is the son of the late David W. Fussell and Alice Rogers Fussell. After early schooling in Rose Hill, he attended Wake Forest College for one year. He was a member of Phi Literary Society.

By an earlier marriage to the late Lena Lea of Boydton, Va., he had three daughters. They are Elizabeth, Raleigh teacher; Katherine Fussell Wallace, Civil Service employee in Heidelberg, Germany; and Margaret (Mrs. Felton) Williams of Baltimore, Md. The apple of his eye is his one grandchild—Lee H. Williams.

The Fussells are living at 18 Horne Street in Raleigh.



J. E. TERRELL, resident engineer in the Ninth I vision, has mastered several hobbies.

He first got started as an amateur radio operator, buil ing and running his own "ham" station—W4cWH—fro 1930 to 1934. Then he took up woodworking and built small shop in the basement of his home in Marion. Accor ing to neighbors, Mr. Terrell can do wonders in his woo working shop.

His most recent avocation is photography. He's fixed a small darkroom with all the developing equipment takes to make good pictures.

MAYOR WHITE stated: "With the formal dedication of this bridge here today we have witnessed one of the outstanding contributions to our continuing growth and progress under the impetus of Governor Scott's 'Go Forward' program."

CHAIRMAN JORDAN and Third Division Commissioner *Wilbur Clark* spoke briefly . . . "Among the things that go to make our State great is the willingness of people to provide facilities for progress such as this bridge," *Dr. Jordan* declared . . . The Commission's purpose, he said, is to "take your funds, paid through the gasoline tax, and invest them wisely . . . That is what we have done here."

COMMISSIONER CLARK pointed to the Third's fine record . . . 550 bridges rebuilt during the current administration, and another 175 old bridges replaced with large pipe.

OTHER HIGHWAY folks on hand for the dedication included Chief Engineer *W. H. Rogers, Jr.;* Bridge Engineer *T. B. Gunter, Jr.;* Division Engineer *L. E. Whitfield;* Assistant Division Engineer *C. E. Brown;* and Resident Engineer *R. A. Ashworth* . . . Our salute for a job well-done!

DIVISION FOUR

HOSPITAL ZONE, QUIET . . . District three maintenance force has been hard hit with injuries . . . *Herman Moss*, motor grader operator, cut off his little toe while driving stake . . . Believe it or not, he was using a "highway ax" . . . *W. J. Lindsey*, motor grader operator, was ill in the hospital . . . *R. M. "Buddy" Catlett*, section foreman, and *J. B. Alford*, pan operator, just paid extended visits to Rex Hospital in Raleigh.

ROAD OIL employees have been ailing also . . . *S. F. Holmes*, supervisor, *C. I. Sellars* and *James A. Clemmons* have been

PEOPLE



EUGENE NEVILLE, paint shop employee at the equip-
ıt depot in Raleigh for 29 years, has a "sweet" hobby.
Last year he bought five swarms of honey bees called
ian three-banded bees (because of stripes around body).
set the hives in his home at Cary. Evidently they're a
y gentle type because Mr. Neville's been stung only a
times. He claims he doesn't have **many** bees because he
got started. However, should all the bees in one swarm
together, they'd weigh three pounds. Bee experts
mate that three pounds equal about 20,000 bees. Mr.
ille has **five** swarms.



H. K. WITHERSPOON, compensation officer now in his 33rd work year with the Commission, is a man whose versatile interests appear both in work and leisure time activities.

Coming with the Commission in May, 1919, he first had charge of the drafting room and subsequently was the project engineer, engineer of publications and statistics, assistant to three highway chairmen and his present job which he took over 16 years ago.

His many outside interests include photography (he is one of the best local amateurs and has a variety of photographs showing early highway operations), hunting, fishing, taxidermy, and radio repairing. As president of the Raleigh Ice Skating Club he is an avid rink enthusiast.

His other civic activities include: past president of the Raleigh Lions Club, member of the Raleigh Natural History Club, president of the Occoneechee Council of the Boy Scouts of America, charter member of the social fraternity Delta Sigma Phi and member of Phi Kappa Phi, honorary scholastic fraternity. A member of the West Raleigh Presbyterian Church, he is a deacon and former Sunday School superintendent.

Born in Hillsboro, N. C., Mr. Witherspoon received his schooling in Greensboro and was a 1915 civil engineering graduate of North Carolina State College. Prior to coming with the Commission he worked with the Southern Railroad and Western Carolina Power Company.

He is married to the former Grace Bunn of Spring Hope. They have two children, Becky Bunn (now Mrs. Garner House of Robersonville) and H. K., Jr., of Jacksonville, Fla.

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ut sick . . . Good wishes for a speedy ecovery!

NEW PARENTS in the Fourth Division are *Mr. and Mrs. H. D. Leonard* and *Mr. and Mrs. Russell F. Simmons* . . . *Mr. Leonard*, powder man with maintenance, has an heiress . . . *Mr. Simmons*, road oil department, has an heir.

NEVER TOO late to wish Happy Birthday to *Tom Grantham* and *Frank Martin* . . . Both are resident engineers.

A MEETING was held recently in the Fourth Division Office to discuss equipment and work . . . *T. J. McKim*, division engineer, presided and was ably assisted by *Mr. Crump*, assistant division engineer . . . District engineers, maintenance supervisors, the equipment superintendent and the road oil supervisor were also on hand for the "confab."

THE HIGHWAY COMMISSION has been concerned for Fourth Division Engineer, *T. J. McKim* . . . After a seige at Duke Hospital, he is back at home . . . We hope his health will continue to improve.

IT'S HOG killing time again . . . Prison Camp No. 405 has been busy with this annual cold-weather chore.

SOMETHING NEW has been added to Division Four's shop . . . It now has new pavement all around its premises.



FOURTH'S NEW OFFICE

DIVISION FIVE

THANKS to *Lee E. Simpson*, motor grader operator, the highway employees



MR. AND MRS. CALVIN W. HOWARD

in district three enjoyed a delicious barbecue recently . . . They had just finished widening and stabilizing a Rockingham County road.

WE WERE sorry to hear that *Eli Welch*, gang foreman at Sandy Ridge Camp, had been confined with pneumonia at St. Leo's Hospital in December . . . Hope he is well on the road to recovery.

THE FIFTH was saddened by the death of *Lewis Waynick*, gang foreman in Guilford County . . . He had been with the State and County since 1931 . . . He died of a heart attack on November 9.

WE EXTEND our heartfelt sympathy to *Rufus V. Nelson*, motor grader operator in Caswell County, in the recent death of his mother.

AN HONOR has come to *E. G. Bush*, section foreman in Caswell County . . . Recently he was elected Post Commander of the Yanceyville American Legion Post.

THE HAPPY young couple in the accompanying picture is *Mr. and Mrs. Calvin W. Howard* . . . They were married October 28, 1951, at the Graham Methodist Church . . . *Mrs. Howard* is the former *Julia C. Brown* of the Graham district office.

IRA O. COOK, mechanic foreman, and *Mrs. Cook* plus gang foreman *Dan Blalock*, went fishing at Atlantic . . . The trio had very good luck so *they* said.

WHILE ON VACATION in Washington, D. C., last fall, *Charles E. Murphy* appeared as a guest on a television show . . . He's supervisory foreman in Caswell County.

SANDY SHEARER was host to the Fifth's division engineer, assistant engineer, district three engineer and several of the resident engineers for the Tennessee-Carolina football game in the fall.

CONGRATULATIONS to *Mr. and Mrs. Louie Madden* who announce the birth of a daughter, *Deborah Jean*, on November 5 . . . Father Madden is an inspector with the Graham construction department.

DIVISION SIX

TWO MORE highway workers have answered Uncle Sam's call . . . *James W. Whitaker of Carthage*, roller operator, was drafted into the army . . . *Jerome R. Dowd* of Bear Creek, truck driver, joined the Navy . . . Both are road oil department employees.

RECENT resignations include two construction men: *H. C. Owen* and *Mont Gilmore* from Siler City . . . *H. T. McDowell*, soils investigator, has also resigned for other employment.

LATEST ADDITION . . . *Mr. and Mrs. A. L. Davis* of Siler City announce the arrival of a new member in their family —*Gloria Jean* . . . Father Davis is a district two sign painter.

"LIKE FATHER, LIKE SON" . . . The Sixth has another father-son combination on the payroll . . . *W. H. Darden, Jr.*, of Broadway is the new stock clerk in the Lumberton shop . . . *W. H. Darden, Sr.*, is a road oil foreman.

B. L. FISHER, field mechanic at Carthage, has gone to Hot Springs, Arkansas, hoping to get his health back.

NUPTIAL NEWS . . . *J. H. Bingham*, highway mechanic at Asheboro, recently married Margaret Henshaw of Randolph County . . . Engineer *Joe Mitchell* of Denton wed Ramona Boaz of Thomasville . . . His sister, Billie Ann, sang a solo at the wedding . . . *Joe's* a State College graduate and Ramona attended Woman's College, Greensboro . . . They'll live in Thomasville.

FAMILIAR FACE . . . *C. B. Clark*, mechanic at Lumberton, is back on the job again . . . He'd been on sick leave for the past six months.

A REPEAT honor goes to *Commissioner George S. Coble* . . . He was reelected president of the North Carolina Dairy Foundation, Inc., at the organization's seventh annual meeting at State College recently . . . Coble has headed the foundation since it was established in 1944.

DIVISION SEVEN

THE BOARD OF COUNTY COMM SIONERS of Seventh Division by resc tion gave a pat on the back to Seventh's employees . . . ". . . this bc appreciates the work of the N. C. St Highway and Public Works Commissi particularly its chairman, *Dr. Her Jordan;* the Highway Commissioner the Seventh Division, *M. Otis Poole;* t Highway Engineer, *M. E. Beatty;* t several district engineers, and all of t other personnel and employees of t State Highway and Public Works Co mission in the Seventh Division for th diligent work in the construction a maintenance of the primary and seco ary roads in this division."

CONGRATULATIONS to *Walter Manly, Jr., Alfred M. Buchannan,* a *Tom H. Gribble* who have just been p moted.

ALSO IN LINE for congratulations a two sets of proud parents: *Mr. and M R. T. Rollins* of Salisbury, a son, *Robe Richard;* and *Mr. and Mrs. J. G. Graha* of Rowan County, a daughter, *Barba Marie.*

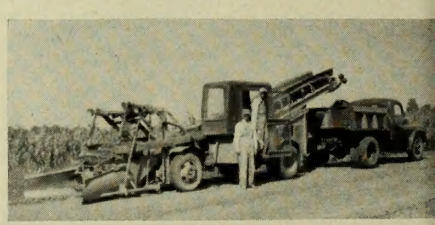
GOODBYES were said to *Francis Osborn* of District I and *Fred T. Morg* of the sign department who resign recently.

THE FISHING was good accordi to *J. L. Agner*, Machine Operator, ju back from Panama City, Florida; *J. Schenk*, gang foreman, recently returne from an excursion off the Carolina Bea coast; and *W. M. Crowder* who spent week bass fishing near Deland, Florida. the accompanying picture see *Mr. Crowd* with a few that didn't get away.

THE SEVENTH was saddened by th death of *Redge D. Bowden* who had bee with the road oil department for a numb of years. Our sympathy to *N. T. Watts* the recent death of his brother, *Raymon*

EDWIN M. FINISON, Stanly Count maintenance supervisor, just moved int his new home in Forest Hills, Albemarl

THE PRIDE of Mecklenburg County maintenance equipment—a pickup co veyor loader—is shown below. To the le stands the operator, *W. C. Mullis.* Th other man is *V. N. Phillips* who spots th



PRIDE OF MAINTENANCE

trucks under loader and flags them on when loaded.

NEW SEVENTH employees are: *John L. Kinley*, sign department; *James N. Mauldin*, road oil department; *Robert C. Glenn*, construction; and *Mrs. Thelma E. Wernsing*, administrative... She replaces *Mrs. Ruby Jean Rodgers*, who is married and making her home in Atlanta, Ga.

WE'RE GLAD TO HEAR that both *J. H. Williams*, son of *W. C. Williams* and *Paul E. Hannah*, son of *George Hannah*, are out of the hospital and doing nicely. *W. C. Kesler*, District Two Section Foreman, has returned from the Baptist Hospital in Winston-Salem, where he underwent a serious back operation. Right now he's recovering at his home. *J. H. Markham*, however, is still sick.

A FINE TIME was had by all at the State Highway Employees Association barbecue held recently in the Rowan maintenance shed. About a hundred members enjoyed the supper and talk by *Otis Banks*, the executive secretary.

UNIQUE DISTINCTION goes to *R. D. Lewis*, veteran operator pictured with his shovel on this page. A Highway employee since 1934, *Mr. Lewis* alone has operated the shovel that was turned over to him in 1936. To him goes the credit for keeping this piece of equipment in service for the past 15 years because of his vigilant care and attention. Both *Mr. Lewis* and the old shovel are in fine condition, working regularly. Judging from their present performances, they're good for several more years to come.

R. L. CHEW spent several days last fall in Commerce, Georgia, visiting friends and relatives.

ACCORDING to fellow workers, *C. W. (Bill) Graham* can do wonders with a piece of iron. *R. B. Smith* keeps a sharp eye on the shop yards. Both are employed at the Rowan maintenance shop. *Mr. Graham* has 14 years of highway service to his credit while *Mr. Smith* has been employed by the Commission for 23 years.

DIVISION EIGHT

WE INCLUDE this choice bit of poetry received by *Commissioner Goforth* recently... Here's the conclusion of a letter from one of his Alleghany clients who requests only a little maintenance upkeep of his road:

"No fence to build.
No fills to make,
Please fix this road
For Jesus' sake."

JUST BACK from a week's vacation in Georgia and Florida . . . Road maintenance supervisor *A. G. "Pete" Justus* and *Mrs. Justus* caught a number of fine trout in the St. John's River but claim the largest one "got away" . . . Locating engineer *Guy and Mrs. Lillard* followed his lead when they toured Florida on their combined vacation and Christmas holidays.

THE NEW LIST of fathers in the Eighth includes *Claude Stamey*, *John T. Absher* and *Ralph Bradshaw*.

GET WELL WISHES to *Walter Little's* four-year old niece who is seriously ill with polio in the Convalescent Hospital in Greensboro.

THE SMILING MISS in the accompanying picture is *Barbara Baird*, daughter of *Bennie Baird* . . . No wonder she's so pleased, she just won the baby contest at the Blue Ridge fair in Watauga County.

CONGRATULATIONS to the *Earl Hoovers*, who were married in September at the First Baptist Church in Lenoir . . . *Earl* is in the construction office in Boone . . . *Mrs. Hoover*, the former *Betty Louise Beddingfield*, is a nurse in Valdese.

THE EIGHTH was saddened by the death of *E. Ford King* . . . A native of Perry County, Alabama, *Mr. King* had lived in Boone during the past twenty years where he was maintenance supervisor until ill health forced his retirement four years ago . . . A charter member and elder in the Boone Presbyterian Church, he was diligent in his church work . . . His son is *E. Ford King, Jr.*, of the Construction department . . . He was highly esteemed and loved by all who knew him . . . *The Watauga Democrat* (Boone) spoke on behalf of his many friends:

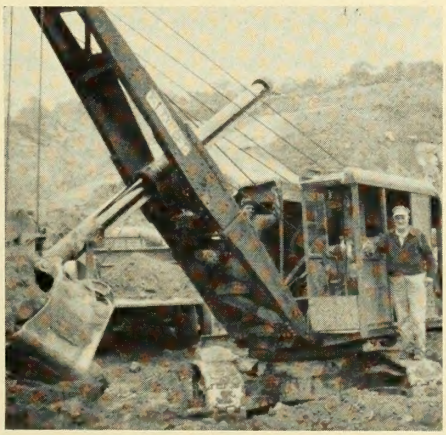
"We have been with Ford King when he was in the prime of life, when the road ahead was rose-tinted and the skies were blue, and again when misfortune came and the way looked rough, but his cheerfulness, his kindliness and his simple faith in the eternal goodness of things, remained steadfast attributes. He contributed, in his capacity as road supervisor, a full share to the development of this area, and in religious activities and civic affairs always carried an ample part of the load. We regret the going of a good man . . . one who had smoothed the way for so many folks during his journey here, and who left so many friends when he merged into the twilight out where the highway meets the horizon."



BLUE RIBBON BABY . . . BARBARA BAIRD



W. M. CROWDER . . . FISHERMAN



R. D. LEWIS . . . HIS SHOVEL



BILL GRAHAM . . . R. B. SMITH

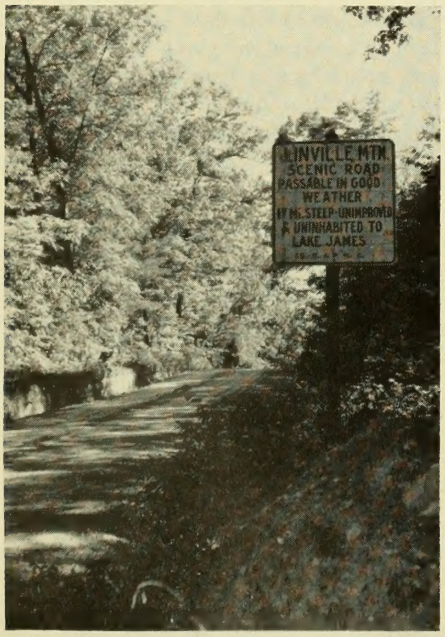
DIVISION NINE

WE'RE MIGHTY proud of Alexander and Iredell County employees who just made a generous contribution to the *W. B. Ferguson* Fund . . . Maybe this will speed his recovery.

HUNTING for deer, bear, birds, or just plain old Brer Rabbit is in full swing . . . The story goes that district two Engineer *P. D. Miller* having no success with gun tracked down and killed several rabbits with his *feet!* . . . *Tom Gowan*, *D. L. Rink*, and *V. B. Miller* returned empty-handed from deer-hunting. . . . Better luck next time . . . Also on the trail of elusive deer were *E. J. Rector*, sign supervisor, and *J. F. Abernathy*, division mechanic . . . Fellow workers of *E. D. Ricks*, *Earl Estes*, *Fred Barnes*, *Dave Burnett*, *H. D. Plant*, *G. L. LaFevers*, *Jack Wilkerson* and *Roy West* are counting on them to provide a deer supper soon.

THOSE on the sick list have been: *G. A. Mull*, road maintenance supervisor; *Jess Foster*, key foreman for Polk County; *Z. T. Henson*, section foreman in Burke County; *R. F. Barnes*, superintendent of Woodland quarry who is back after an operation; *A. C. Wakefield*, gang foreman of Burke County; *Dean Elliott*, truck driver of McDowell County; *Homer Reel*, son of McDowell gang foreman *A. M. Reel*, who was hospitalized for a leg amputation; *E. P. Jones* who was ill with pneumonia; *W. E. Holcomb* Iredell County employee who had an eye infection; and *W. D. Williams* and *S. C. Bumgarner*, both Alexander County workers.

BRAND-NEW citizens were born to *Mr. and Mrs. R. R. Canipe*, a girl; *Mr. and Mrs. Pressley Lee Wilson*, a boy; *Mr. and Mrs. John Causby*, a boy; *Mr. and Mrs. Raymond Robinson*, a girl; *Mr. and Mrs. W. C. Spratt*, a boy; *Mr. and Mrs. Albert Jones*, a girl; *Mr. and Mrs. J. P. Padgett*, a girl; *Mr. and Mrs. K. E. Cline*, a girl; *Mr. and Mrs. B. I. Henley*, a boy; and *Mr. and Mrs. E. L. Warren*, a boy; . . . *Mr. and Mrs. Joe Ray Young* named their daughter *Janet Leigh* . . . Gang Foreman *J. B. Young* is a grandfather for the first time.



"UNUSUAL SIGN" DEPARTMENT

SORRY to learn that fire destroyed *D. N. McLelland's* home in Iredell County . . . He's a former highway foreman, now retired.

SYMPATHY is extended to the family of *Forest Mills Tessener*, an employee with the prison camp in Spindale . . . To *R. F. Barnes* in the death of his brother . . . To the family of *Charlie Lester Gibson* of Statesville and to *James T. Stikeleather* in the loss of his brother, *Robert R. Stikeleather* . . . *Charlie and Robert*, both former highway employees, were fatally injured in an automobile accident . . . To *Ralph Boyles*, construction worker, in the loss of his wife, *Christine*.

W. J. Edwards, construction employee is sporting a new car.

THE NINTH Division Sign Shop boiled a whole story down into a few words on this sign which was placed on the Linville Mountain Road at Lake James. We think the sign painters did a good job.

THERE were two marriages recently . . . *Marvin C. Stewart* wed *Vernon Mae Atwood* . . . *J. P. Wortman*, construction worker, married *Lois Garver* of Lawndale.

WE CONTINUE to hear about vacations and visits . . . *Mr. and Mrs. Carl Allen* and family spent Thanksgiving in Georgia . . . *Carl* is a district three shop employee . . . *Martha S. Allen* is a former division office secretary . . . *S. B. Brinkley*, road oil supervisor, just got back from Tucson, Arizona, where he visited his son, *John Roy* . . . His trip covered almost 4,785 miles! . . . *Betty Peeler*, division office stenographer, took a week of vacation in December.

HOPE the division office building Christmas party went off as scheduled at the Buffalo Fish Club.

CONGRATULATIONS to *Ivey Odist McCarthy* who rounded out thirty years service with the Commission in November.

MRS. LOIS KNOX, Statesville stenographer, helped decorate a float for the city's Christmas parade . . . All the floats had religious themes . . . Her special project was "Christmas in Martin Luther's Home."

RECENTLY HONORED was *Pansy Biddix*, daughter of *Mr. and Mrs. G. E. Biddix* . . . In her senior year at Appalachian State Teachers College she has been elected to Who's Who Among Students in American Colleges and Universities . . . An honor student for three years she is editor of the *Rhododendron*, college yearbook, and a member of the House Council . . . *G. E. Biddix* is foreman of the bridge maintenance department for McDowell and Burke counties.



PANSY BIDDIX

DIVISION TEN

VISITING AND VACATIONING . . . *Mrs. Harriett Gossett* of the division office has just returned from a two weeks vacation spent touring Florida . . . Her fellow-workers are glad to know she had such a wonderful time . . . The district one supervisor, *H. D. Aiken*, spent his Thanksgiving holidays in Georgia visiting his daughter . . . District three engineer and *Mrs. E. L. Curtis* had a pleasant visit from their son, *Bobby* when he was home on furlough from the service . . . He's in the First Marine Division stationed at Parris Island, S. C. . . . *George Pullium, Jr.*, recently visited his parents, *Mr. and Mrs. George Pullium, Sr.*, of Andrews . . . The senior *Pullium* is a gang foreman in Cherokee County . . . *George, Jr.*, is studying for the ministry . . . He's vice-president of his class.

PEACHTREE SHED welcomes a new employee . . . He's *J. Tom Watson*, a mechanic.

THE BANNERS feel prosperous these days since they moved into their new home on Orchard Drive . . . *Mrs. Louise Banner* is employed in the Burnsville office . . . They have extended an invitation to all to visit them in their new home.

THE TENTH has had its share of ickness lately . . . *Dillie B. Lunsford*, Cherokee County mechanic, continues on he sick list . . . *W. B. Ferguson* is improvng at his home in Weaverville . . . Visitors re always welcome in the Ferguson home s he is most happy to see his friends . . . The five year old son of *F. A. Gibson*, who ecently underwent an appendectomy in Marion hospital, is now recovering at is home in Spruce Pine.

WE UNDERSTAND that *W. L. Smith*, ractor operator in Yancey County, has eturned to his home in Burnsville following an operation on his feet in an sheville hospital . . . He was having such good time in the hospital: good food, urses, etc., that his wife thought it vise to bring him home prior to the ate he was to be discharged . . . All quiet n the home front since *Mrs. Smith* took he place of his pretty nurses.

THE OFFICE force of district two is lad that Patrolman Long and Welch have stablished Patrol Headquarters for ancey County in the Highway's Burnsille office building . . . The highway folks ind them congenial and are happy their ffices are so closely related.

MOTOR grader operator *Homer Ferguon* was off a few days butchering his ogs . . . "I butchered four and I'm all et with plenty of pork," says *Homer*.

LUCK was against payloader operator *Charlie Jones* the day he went deer unting . . . He only heard one "snort" . . Better luck next time, *Charlie*.

STORK NEWS . . . *Mr. and Mrs. Edvard Foster* proudly announce the birth f a son on November 18.

GANG foreman *Luther Truett* and his orces are making good progress on the Grandview road . . . Missouri doesn't have thing on them, they can boast of a Grandview too.

Central Prison Is Filmed For Movie

Central Prison in Raleigh was photographed recently for use as background in a movie based on the life of David Marshall Williams of Cumberland County.

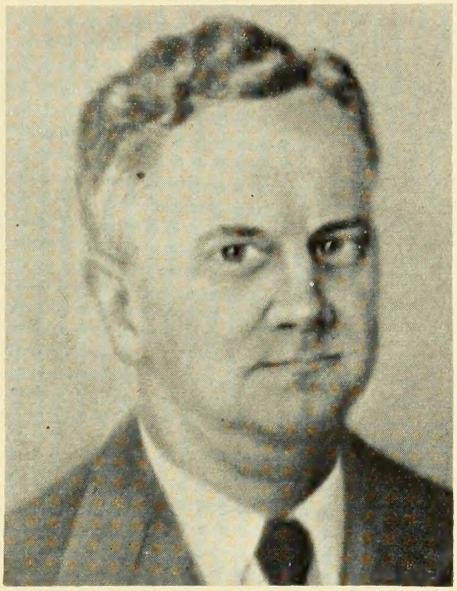
Metro - Goldwyn - Mayer cameramen shot the scenes. Deputy Warden Bruce Poole and several guards were included in the movie shots.

"Carbine" Williams whose home is in Godwin, is widely known as a modern gun designer. He designed the U.S. Army carbine and holds patents on about 60 other guns.

While serving a 30-year prison sentence for murder, Williams built his first gun with the permission of prison officials.

Introducing Our Correspondents (11)

(NORTH CAROLINA ROADWAYS here continues its series of thumbnail sketches on the 10 division correspondents who serve as "eyes and ears" for the magazine throughout the state.)



SAM M. WILSON

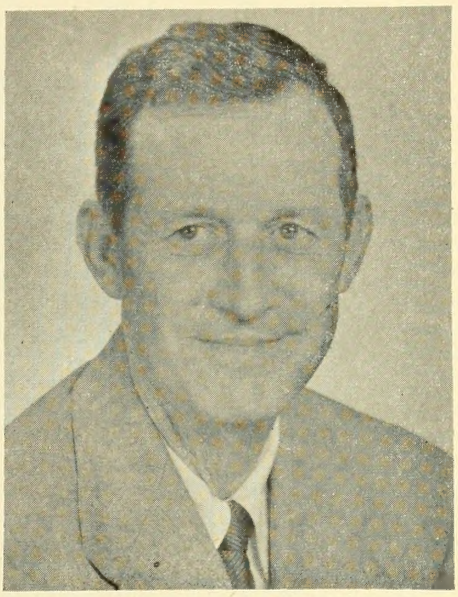
IN HIS 20 YEARS' connection with the Highway Commission, Sam M. Wilson, Third Division magazine correspondent in Fayetteville, has worked in almost every operating division of the organization. In past years he worked with the Locating, Construction and Maintenance departments and the laboratory, and at the present time is office and soils engineer in Fayetteville, his location since 1945.

His employment since September, 1929, is continuous with the exception of two years from 1942 to 1944 when he joined Pan American Air Lines and was stationed in Venezuela and Mexico.

Born in Louisburg in 1908, the Third's correspondent received his education at local schools and North Carolina State College. He is married to the former Lucille Roberson, a talented pianist.

Sam is a vestryman of the Saint Johns Episcopal Church, a member of the Cape Fear Engineers Club, North Carolina Society of Engineers, Highway Employees' Association and a Shriner. Tops among his hobbies are gardening, hunting, fishing and listening to his wife's piano interpretations. In fact, Sam became such a musical enthusiast some years ago that, although not musically inclined, he learned to carry his own in several duet selections.

The picture of Sam above is from a pastel portrait.



EDWARD C. DARDEN

WHEN NORTH CAROLINA ROADWAYS wrote Ed Darden for information about himself to include in this column, his reply was as follows: "I am a Methodist. I am a member of the N. C. Society of Engineers. My present classification is Engineer Assistant II. That's all!"

Needless to say, that wasn't enough information. A second letter asking for additional information brought a few more facts about his life to light.

We found that he was born in Portsmouth, Va., and moved to North Carolina at the age of 12. He began work with the Commission in 1929 with the Location Department and transferred to the Construction Department in 1937. He came to the Sixth Division office as office engineer in 1940. He is married to Evelyn Baldwin of Whiteville and they have one son, Eddie, age 14.

Fellow employees in the Asheboro office, knowing Darden's publicity shyness, came through with some mighty nice statements about his personality and character, some of which we carry below:

"We, of the Sixth Division, are glad of an opportunity to present our correspondent . . . To us . . . he is Our Friend . . . Ed's natural wit and good humor afford a 'bright side' to every situation. He is never too busy to extend a cheery greeting and a bit of help . . . (His) congenial and genteel manner give a lift to one's spirits . . . We know him as a hard worker, loyal and dependable . . . The employees of the Sixth Division salute Ed . . ."

Meet the Engineers (VIII)

Energetic Gwyn Poindexter Proud Of Rural Roads Built In Sixth

T. GWYN POINDEXTER, Sixth Division engineer, is justifiably proud of the record his Division has made in paving secondary roads. But he reserves a great deal of pride for the approximately 500 miles of county roads added to the map in his Division by the Highway Commission and constructed in communities that never before had the advantage of road service.

His pride stems, perhaps, from the fact that he spent his early boyhood on an isolated Virginia farm at a time when traveling was rather rugged, and the annual trip to the railroad station 14 miles away for supplies was not only high adventure, but a fearful journey.

"We were so isolated that through necessity my family erected a roller mill for making flour, corn meal and feed for home use as well as for the surrounding community," Mr. Poindexter recalls. "We were almost self-sustaining, and store-bought items were few. Unparched coffee, sugar, salt, kerosene oil and clothing were shipped in by rail. Each year we made one trip, in the fall, to the station 14 miles away over a road axle deep in mud to get those things that we couldn't produce on the farm."

Mr. Poindexter feels that the general public knows little about the Commission's construction of county roads because they generally lie in communities off the beaten path. But he's dead certain the people in those communities appreciate the new roads that now give them all-weather access to their markets, churches and schools, and to the vast paved network of our State highway system.

"This service has helped develop the inaccessible areas of the Sixth Division more than anything that has been done in the past," says Mr. Poindexter.

The Sixth Division engineer is one of the "movingest" veterans in the Highway Department. He has worked in eight of the 10 divisions and in about 40 of the 100 counties in the State. He has taken up residence in 16 different towns and cities of North Carolina.

Since he has been in the Sixth, Mr. Poindexter has served as assistant division engineer while Chairman H. W. Jordan was Commissioner from that Division and as division engineer during George Coble's tenure as Commissioner. He regards both as hard-working, able highway commissioners.

Lived In Virginia

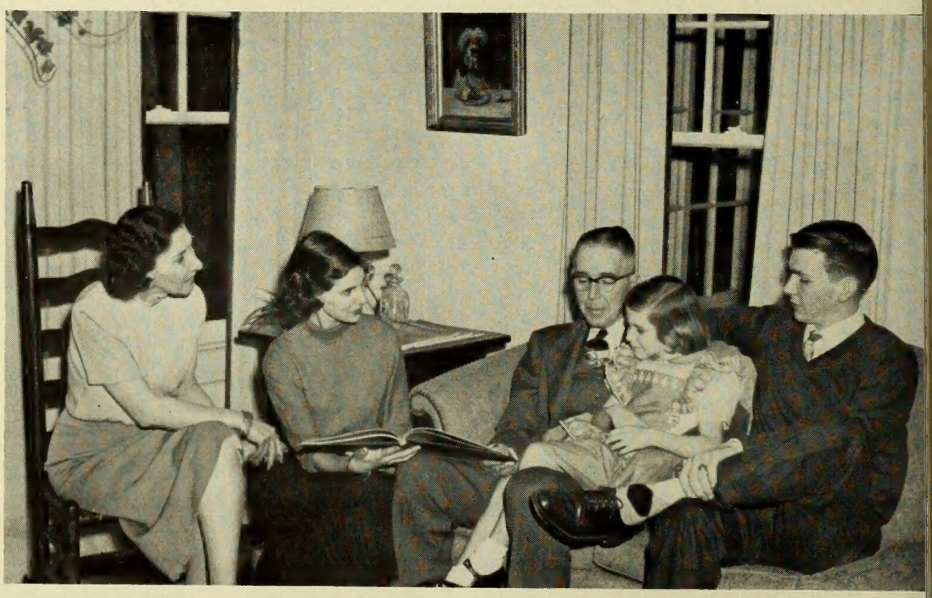
Mr. Poindexter comes from a North Carolina family that moved to Virginia at the close of the Civil War to a 1,000-acre blue grass farm located in the Elk Creek Valley 10 miles north of Independence, the county seat of Grayson County. There he was born on Oct. 21, 1902, the son of Mrs. Sallie Gwyn Poindexter and the late N. Van Poindexter. And there he learned from graphic experience how the lack of roads can handicap rural people.

The 10-room house in which he was born was constructed of hand-made brick. It has been in continuous use since it was built, and is at present in good condition. The blue grass stock farm became the property of Mr. Poindexter's grandfather, Thomas Lenoir Gwyn, when the partnership of Gwyn and Chatham was dissolved. Alex Chatham, Sr., received the woolen mill located on Elkin Creek at Elkin, N. C., as his part of the settlement. That plant is now the Chatham Manufacturing Company, home of the world-famed Chatham blanket. In 1912, Mr. Poindexter's family sold the Virginia farm and returned to Elkin.

Young Gwyn attended the public schools in Elkin and then spent two years at Fishbourne Military School at Waynesboro, Va. He entered Georgia Tech, at Atlanta, in 1921 and was graduated in June of 1925 with a Bachelor of Science degree in Civil Engineering and a reserve commission as second lieutenant in the Coast Artillery. At Georgia Tech, he was a charter member of the Alpha Nu chapter of Theta Chi fraternity and a member of Civil Crew.

After college, he spent a year with a construction company at Cocoa, Fla., working on the Florida East Coast Railroad, and he spent another year in an abstract office at Deland, Florida. Returning to North Carolina in 1927 he worked two years with Donald J. Ross, the world-renowned golf course designer, making topographic and golf course surveys at Pinehurst.

(Continued on inside back cover)



The Poindexters were snapped in an informal pose in the living room of their gracious home. That's Mrs. Poindexter on the left. Next is Ann who is holding the album with her father. Sitting on her daddy's lap is Sally. On the right is Tommy who is a pre-med student at Davidson. —(Photo by John-Davids)

What's New?

A Roundup of Highway News from Nags Head to Nantahala

SIX HIGHWAY engineers from France recently spent two weeks studying North Carolina's methods of road-building and maintenance. The group also visited the Pennsylvania and Georgia highway departments during their seven-week stay in the United States.

A second group of French road engineers concerned with road work in French colonies studied construction and maintenance in Texas, Oklahoma and Louisiana. North Carolina's visitors were shown around by Bureau of Public Roads and State highway people. They showed considerable interest in heavy equipment used on construction jobs.

North Carolina will get a total of $11,664,902 as Federal Aid for highways in the fiscal year beginning July 1, 1952, Secretary of Commerce Charles Sawyer has announced.

This State's apportionment will be divided as follows: Federal-Aid highway system, $5,449,728; secondary or feeder roads, $4,659,539; and urban highways, $1,555,635.

In all, the government apportioned $500 million for aid to State highways throughout the 48 states, Hawaii, the District of Columbia and Puerto Rico.

Funds for the Federal-Aid highway system are apportioned in proportion to area, population and mileage of post roads, each being given equal weight. Funds for Federal-Aid secondary roads are appointed in the same manner except that rural population is used rather than total population. Funds for urban projects are apportioned in proportion to population in municipalities and other urban places of 5,000 or more.

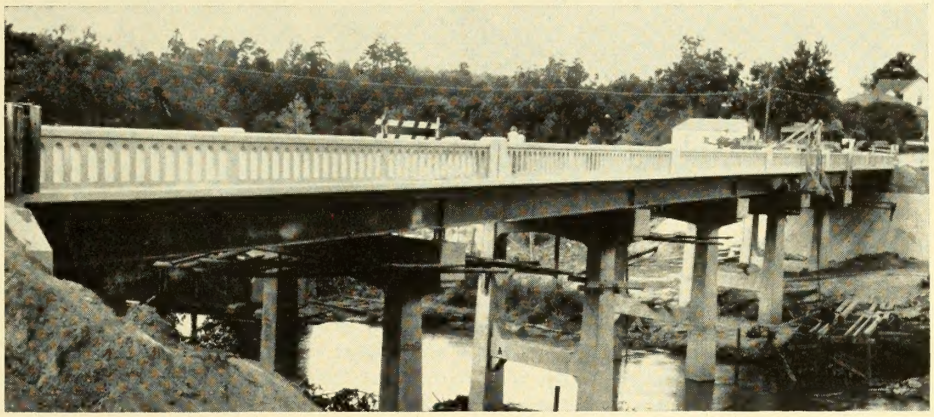
The funds apportioned will be available for expenditure until June 30, 1955.

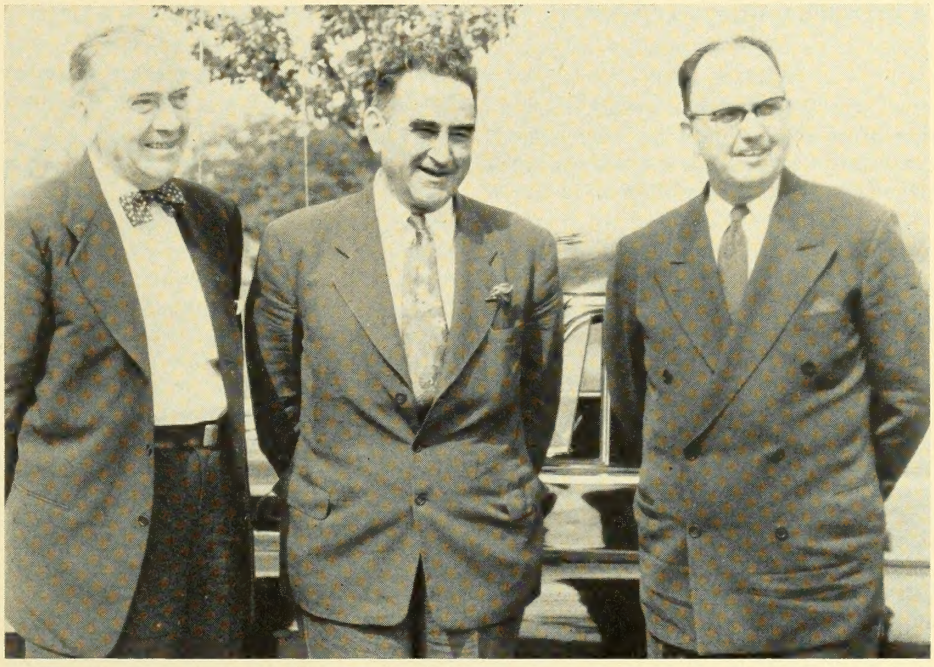
A number of states have shown interest in North Carolina's Secondary Road Bond Act. Latest inquiry came from Representative Henry W. White of Alabama. In a note of thanks for a copy of the Act, Representative White wrote:

"This is a very interesting piece of legislation and we are planning a similar bond issue for our State and Federal highways in Alabama.

"You are to be congratulated on your modern highway system and particularly on this new bond issue which will give you an excellent farm-to-market road system."

Lawndale Holds Bridge Opening





This is the new $113,000 steel and concrete span over the First Broad River at Lawndale which was officially opened to traffic at ceremonies last October 9. The bridge replaces an outmoded crooked bridge in the heart of Lawndale.

Governor Scott, Chairman H. W. Jordan and Ninth Division Commissioner Joseph Graham were among the dignitaries attending the opening ceremonies sponsored by town officials and the Lawndale Lions Club. Photograph above shows three of the officials present — Dr. Jordan, Governor Scott and Durham Whisnant, Mayor of Lawndale.

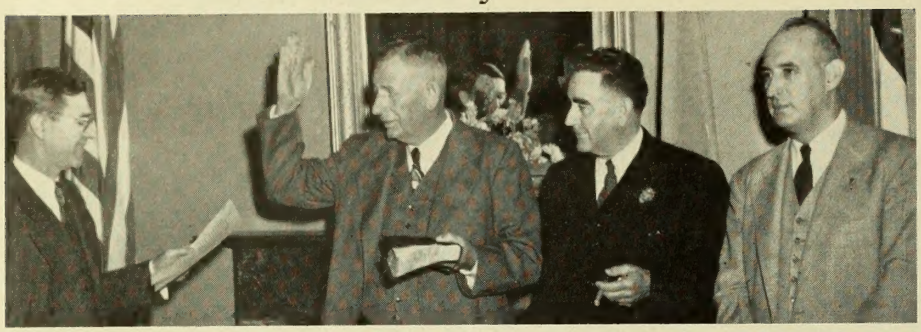
McMeekin Construction Company of Cheraw, S. C., began work on the bridge in November, 1950. It is 0.18 mile in length and part of the relocation of NC 180 through Lawndale. The old structure has already been torn down (Photographs courtesy of Ellis Studio, Shelby).

Occasionally we get bouquets that offset somewhat the impact of the many brickbats tossed our way. Several pats on the back came in the mail recently. J. B. McCoy, who manages the Hotel Wilkes in North Wilkesboro, was kind enough to report that a traveling man was much impressed by the road signs pointing to churches and giving the distances. Speaking for himself, Mr. McCoy wrote: "In June I made a trip to the West Coast and back and I believe that we have the best marked highways of any state that I was in."

Raymond Nash of Charlotte, who is with the Service Department of the Carolina Motor Club, reported the impressions of a traveler from this State who took a lengthy trip up north. This

(Continued on page 18)

"I Do Solemnly Swear . . ."



Thomas F. Royal, veteran district engineer, is shown here taking the oath for a second four-year term as a trustee of the Teachers and State Employees retirement System. The swearing-in ceremony took place in Governor Scott's office on Nov. 16, with Associate Supreme Court Justice Jeff D. Johnson, Jr., giving the oath. From left: Justice Johnson, Mr. Royall, Governor Scott and Nathan H. Yelton, director of the retirement system. Mr. Royal came with the Highway Department in 1919 as a rodman. He rose to become district engineer in 1931, and is stationed at Wadesboro. Highway employees are proud of their representative on the retirement system board.

What's New?

(Continued from page 17)

man wrote: "It would be very helpful if all states would mark distances from place to place as is so well done in North Carolina. Of the 12 states we traveled through, North Carolina has the best road signs and the most helpful." Thanks to Mr. Nash for sending this word along.

From Sibyl C. Brendall, of the Tryon Chamber of Commerce, came a note saying her directors unanimously voted "hearty thanks" for the "very attractive 'Welcome to North Carolina' sign which has been placed on the North Carolina line entering Tryon." And she added, "We think this sign is very attractive and have had a lot of favorable comment on same."

Appreciation for a service of another sort came from a Virginian, C. Stewart Peterson of Hopewell. He wrote, "I wish to convey to the North Carolina Highway Department my deep appreciation and thanks, especially to the foreman and road crew that pulled my car out of the ditch at the turn to Elizabeth City just north of Sunbury on August 30, 1951, about noon. It was very generous, indeed, to help me without charging."

Mr. Peterson's letter was passed on to First Division headquarters so credit could be given to the highway people who helped this traveler in need.

Otis Poole

(Continued from page 2)

year working on his father's 300-acre farm. After graduation from Candor High School in 1918, he went in service that August. Eight weeks later, he sailed on USS Pastoria ("a nice banana boat") for Europe. He landed in France as a replacement for the 42nd Division in November of 1918. Evidently the Germans heard he was coming, as the Armistice was declared the following day. The next 18 months he helped clear out forests in Southern France. He chopped and loaded wood on box cars which was sent as fuel to the Army of Occupation in Germany. This was no novel experience, as wood-chopping has been his particular home chore.

Upon his return in 1919 to the United States, he went into general farming in Montgomery County. After growing peaches for several years, he went into business with H. S. Poole (his father), M. P. Gilchrist, Hawley Poole his brother) and George R. Ross. They incorporated their peach enterprise as Crescent Peach Company. The corporation, though successful, was dissolved in 1927. Otis Poole and his father continued this fruitful enterprise till 1948 when H. S. Poole sold his interest.

The year 1925 is memorable. In December, Mr. Poole married his high school sweetheart, Irene Woodley. She had taken a music course at Woman's College in Greensboro and taught piano for two years prior to their marriage. Through the years she has retained her musical interest.

The Pooles set up housekeeping in nearby Jackson Springs. They later moved to their pleasant brick home which Commissioner Poole designed. Aided by farm labor, he built their compact one-story home. Seven miles from Candor, it's set back from the road in a pine grove and only half a mile from the old Poole home where he was born and reared.

In the summer the Pooles relax on their restful glassed-in sun porch. Winter finds them cozy in their c (furnished in deep-seated red leath furniture). Things are different t winter—you'll find them watching th new television set in the living roo Since their daughter, Cara Ann, li Myrtle Beach, the Pooles spend seve week-ends there each summer.

The Commissioner enjoys quail-hu ing in season and fishing. He ke "King"—an old bird dog—on his pla Mr. Poole's one vice is smoking a pi

The Pooles Have Two Daughte

Commissioner and Mrs. Poole ha two attractive daughters—Mary Ru (Mrs. E. H.) Wood of Troy and Ca Ann, an auburn-haired ninth gra Candor High School student. The Poo are justly proud of Mary Ruth's t little girls.

In appearance a sturdy, sandy-hair six footer, the Commissioner has courteous, pleasant manner, and a ke mind for business. Accustomed to own successful business ventures, is a good man to head up the fast-m ing Seventh Highway Division. Knowi that hard work and initiative pay he is in there boosting the road p gram.

Before his appointment to the Co mission, he could handle his pea business from an informal office in home. Assuming responsibilities of Highway Commissioner, changed that. Telephone calls and visitors his home regarding proposed roads n cessitated an office in town. Today conducts his road matters from an offi over the Bank of Candor. Mr. Poo knows from personal experience wh a paved road can mean to a farm as he struggled through dirt and du for 20 years before his farm road w paved in 1940. His vital interest North Carolina road needs is evident

"The Secondary Road Program is wonderful boon to the farm people. T two hundred million couldn't have be spent more profitably. In fact, it's a ready paid rich dividends right here the Seventh Division. Note the ma new homes that have sprung up alo the newly-paved roads. With dust a mud eliminated, folks just natural take pride in painting their houses

He first knew Governor Scott wh Hawley Poole and Scott were State Co lege classmates, and Otis Poole wou ride the now defunct train up to Raleig on week-ends to visit Hawley. Ot Poole is a man whose enthusiasm for better North Carolina and better roa in particular is contagious. He has th interests of the Highway Commissio foremost in his mind. It is men of h fine calibre who continue to bring an retain good-will for the entire highwa department.

WHAT THEY'RE SAYING



THE TIME has come for North arolina to concentrate on its primary ighway system. That's the concensus ecently expressed editorially by a num-er of newspapers, including *The Sen-nel* of Winston-Salem and *The News nd Observer* of Raleigh. Both papers eel that the increased traffic burden on rimary roads demands a modernization rogram to bring them up to present-ay needs—and as soon as possible.

The Sentinel thinks dual-lane high-ays on some of the main routes are ne answer. It says Route 70 should be ual-laned at least from Raleigh to sheville, and suggests that Route 1 r some other north-south route get ne same treatment.

"Such highway development costs oney," says *The Sentinel*. "But the oney will have to be provided and the art will have to be made. Exasper-tion is growing among North Caro-nians over their primary highway ystem. The only practical solution they ee for the harrassments and dangers ney endure is a better primary highway ystem fitted more to today's needs. The ooner North Carolina gets on with the ob, the better".

The News and Observer agrees, say-ng: "Everybody who travels the high-ays knows about the need . . . The eed is an imperative one and must ave the attention of the Governor to e elected in 1952 and the members of ne General Assembly to be elected the ame year . . . The State cannot continue o neglect its primary roads. Candidates n the 1952 political races should be alled upon to state their intentions ith the same clarity that Governor cott stated his in 1948".

Support for the Highway Commis-ion's ordinance banning trucks and stands from selling produce and mer-chandise on highway rights-of-way comes from *The Charlotte Observer*, which urges everybody concerned to cooperate. Says *The Observer:*

"The ordinance is clearly in the interest of safety on the highways, even though it is necessary to conform to government regulations which require cleared rights-of-way in order for the states to get Federal-aid funds for highways . . . Nevertheless, the order prohibits the sale of produce from trucks or stands on the right-of-way of any State road is very meritorious as a traffic safety measure. Such trucks or stands are obviously a traffic hazard. Even though they are not in the actual traffic lanes, they cause moving cars to stop and thus block the movement of vehicles behind them and create congestion.

"Those who wish to sell to passers-by can continue to do so by parking their trucks or placing their stands beside the right-of-way, but not on it . . .

"Chairman Henry W. Jordan and his associate commissioners deserve commendation rather than any criticism for their announced purpose to enforce the new order".

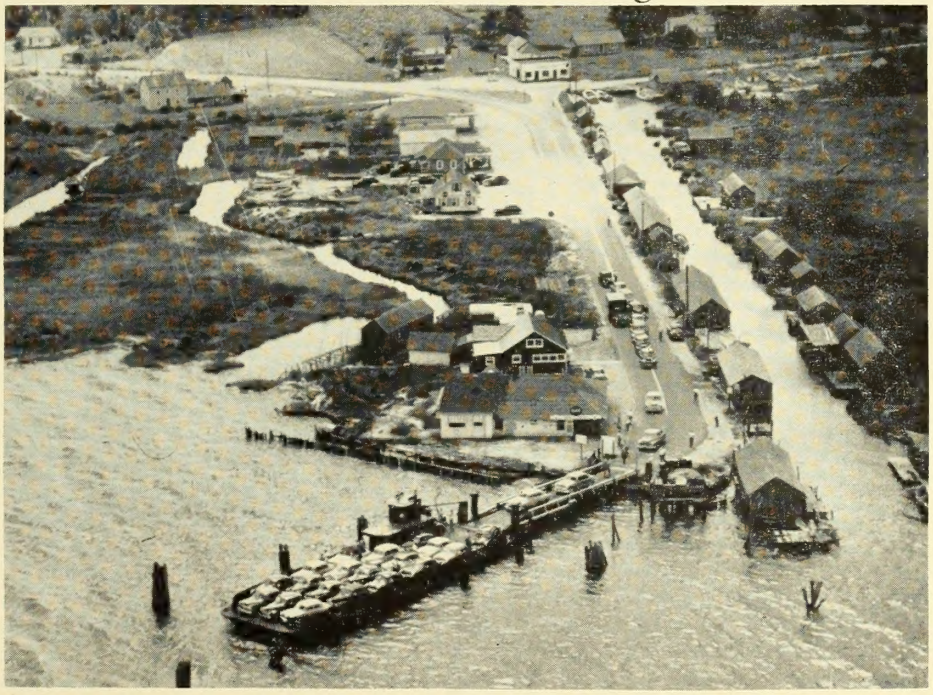
THOMASVILLE'S NEW BY-PASS is looked upon by *The Greensboro Daily News* as being significant of — among other things — the "progress which is being made in our primary no less than our secondary road system." The editor continues: "It must be agreed that the $200,000,000 bond issue which is going into the latter has had its effects upon the former, for had not this fund been available a great part of the current gasoline tax would have had to go into badly needed farm-to-market roads and work on the primary system would have been affected accordingly."

The Daily News makes a good point that generally is overlooked: The secondary road program is helping to build up the primary system. "It is in this balanced highway program that the state is going forward, that all of the citizenry are being benefited and that our progress, along ramified lines, is to be continued," says *The Daily News*.

"One merely has to see the new Thomasville by-pass to realize how much vision has gone into our roadbuilding program in North Carolina."

A CALM VIEW of the street-aid controversy is taken by *The Winston-Salem*

Line Forms To The Right



The free ferries operated by the Highway Commission had a busy summer. This photo shows a Manns Harbor-Roanoke Island ferryboat loading at Manns Harbor. It's evident that those cars not yet on the ferry slip are going to have to wait. Residents of the area have requested increased service on this run and also on the Alligator River run. More and more visitors to the Dare County beaches are using the ferries. Commissioner Shelton is studying the request and will make recommendations to the Commission. This photo was taken at 1:45 p.m. September 1, a few days before the stepped-up summer schedules went out of effect.

Journal. At its August 2 meeting, the Highway Commission unanimously adopted a resolution not to enter into contracts with towns for work on non-highway system streets. The Powell Bill provided that the Commission and towns "may" enter into such contracts.

The Commission felt, however, that it could not at this time attempt to do such street work, in view of the tremendous demands placed upon its personnel and equipment by the unprecedented road program. Chairman Jordan explained that in a year or so the department would be better prepared than it is now to do such work.

The Journal says that since "there are scores of little towns and incorporated villages in North Carolina, ranging in population from 200 or 300 to 10,000 or 15,000, to say nothing of the larger towns, the commitment of State highway machinery and equipment to every town and village wanting street work done might leave little left with which to carry on the regular work of the highway forces."

Chairman Jordan has pointed out, the editorial continues, "that the State cannot do for one community what it cannot do for all, and that uniform policy must be followed. Otherwise, the towns in some highway districts might persuade their commissioners to give help freely on municipal streets, while in other districts the towns would get no aid."

A proposal that the State Highway Commission set up a Division of Municipal Street Planning comes from *T Charlotte News*. It thinks the time h come for the Commission to give mo attention to helping municipalities particularly those too small to afford the own street engineers—with their stre problems.

On this subject, *The News* says, "T State Highway Commission's reluctan to do street work for smaller towns a cities is quite understandable. In t first place, the Commission has its han full with the three-phased program paving some secondary roads, stabiliz others, and improving the woefully d ficient primary system. In the seco place, the Commission has no busine going into the general contracting bus ness, as it would have to do if actually did the work for small towns

"But there is something the Commi sion can do that should have been do long ago. The creation of a Division Municipal Planning within the Co mission, staffed with competent e gineering talent, would enable the Sta agency to advise and consult wi municipalities about their street pro lems. Such a division could help ste the towns away from the many leg pitfalls involved in purchasing right-o way. It could help them plan the u of their street money most efficientl It could even assist in the preparati of specifications for bids by contractors

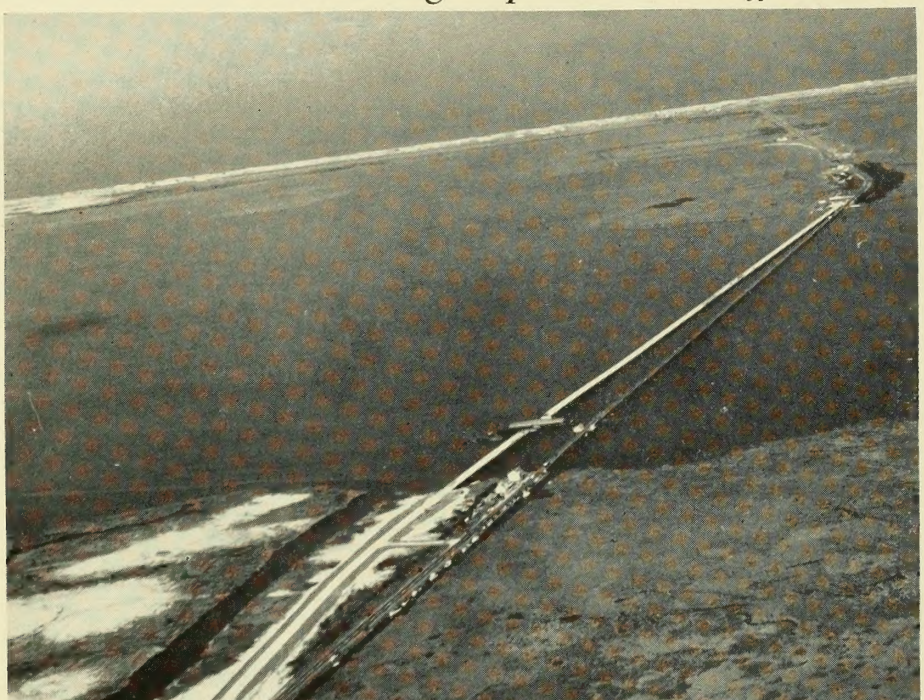
In this connection, it is timely to no that at its September meeting the Co mission authorized its engineers to co sult with towns on street problems wh such help is requested.

Shelby is increasingly happy over t U.S. 74 by-pass that diverts conside able traffic from the business area a carries it around the South Shelby se tion. A recent issue of *The Shelby St* carried a full page of pictures showi how homes and businesses are springi up along the new route, thus furth developing the busy city of Shelby.

The time has come, observed *The St* in an editorial, for property owne along the route, which was complet about eight months ago," to be givi attention to its personality and cha acter." Commenting further, *The St* said:

"A beautification program alread under way promises to make it a di tinctly beautiful five miles of roadw from the city's west gate to intersecti with the old highway east of Shelb Steps to guard against letting juk joints, honky-tonks, old car graveyar and the like detract from its attractiv ness as well as undermine land valu along its course can best be taken b fore those things appear than after t menace has established itself".

New Manteo Bridge Opened To Traffic



The new bridge across Roanoke Sound, connecting Roanoke Island with the Outer Banks, has just been opened to traffic. The aerial view of the new structure (above) was taken in September by Aycock Brown.

You are looking at the bridge, which parallels the old one built in the mid-twenties, from the Manteo end. That's the swing span for boats near the lower end of the bridge, and the ocean beach area is the thin streak at the top of the picture.

The bridge is nine-tenths of a mile long, and it cost $615,000. The approaches are nearly half-mile long, and they cost $48,000. Wannamaker and Wells, Inc., of Orangeburg, S. C., held the bridge contract and Steen Contracting Corp., of Norfolk, Va., did the approaches. The bridge is 22 feet wide between curbs. The swing span, which is electrically operated, is 150 feet long. In charge of the project are Division Engineer W. W. Spruill of Ahoskie and Resident Engineer E. H. Baggs of Manteo. Work on the bridge started May 30, 1950.

Energetic Gwyn Poindexter

(Continued from page 16)

Married A Teacher

There he met and later married Miss nnie Louise Lacy of Knoxville, Tenn., who was teaching in the Pinehurst High chool. She was graduated with an A.B. egree from the University of Tennessee n 1927. They have three children: ommy, now in his third year of pre- ied at Davidson College; Ann, a junior n Asheboro High School; and Sally, who is seven years old and started to chool at Park Creek School in Asheboro his year. All of them, except Sally, are nembers of the First Methodist Church.

In addition to being an excellent omemaker, Mrs. Poindexter has a num- er of outside activities including the arent-Teacher Association, Woman's ociety of Christian Service, Gray Ladies f the Red Cross and a book club.

Mr. Poindexter began his employment vith the State Highway Commission on March 16, 1931, as a rodman on con- truction at $85 per month. He has been vith the Commission continuously since hen except for 15 months in 1934-35 vhen he was superintendent for the J. P. McGuire Construction Company of Durham.

On his first job with the Commission, Mr. Poindexter worked as assistant to he inspector on construction of the Yadkin River bridge on US 21 at Elkin. This project was almost at his front door, as his mother's home is only about 300 feet from the north end of the bridge. From this job, Mr. Poindexter started moving with the Commission.

Late in 1931, he went with the Bridge Maintenance Department as assistant foreman, constructing county bridges in Lee and Chatham counties and the Trent River bridge at New Bern. In 1932-34, he was bridge inspector on construction projects in Stokes, Forsyth, Davidson and Northampton counties. Then he left the Commission for 15 months to work for McGuire on highway construction projects in Gates and Durham counties, and on grading and paving on the Duke University campus.

Returned To Commission

Mr. Poindexter returned to the highway department on April 15, 1935, as instrumentman on construction projects in the vicinity of Mount Airy. In 1936-37, he was resident engineer on construction projects in Mount Airy, Statesville and Mocksville. In 1837-38, he was maintenance supervisor at North Wilkesboro, with Wilkes and Alleghany counties under his supervision. He returned to bridge construction in 1939-40 as superintendent in charge of bridge maintenance forces in the Third and Fourth divisions. The Poindexters then made their home at Smithfield.

After this stint, the family got settled for five years at Sanford where Mr. Poindexter was a district engineer in the Sixth District, 1940-45, directing maintenance of State highways and county roads in Chatham, Harnett, Lee, and Moore counties.

On November 1, 1945, Mr. Poindexter became assistant Division engineer in the Sixth, in charge of construction, when L. E. Whitfield was engineer in that division. On July 1, 1949, he became Sixth Division engineer, in charge of construction and maintenance of State highways and county roads in the nine counties of the Sixth.

Mr. Poindexter is regarded by his associates as an outstanding, hardworking engineer. The splendid record made by the Sixth shows all hands have been hustling, and the Division engineer has been in there pitching every minute.

Charles Ross

(Continued from inside front cover)

His connection with the highway department spanned 20 years, beginning in 1925 when, as an assistant attorney general, he was assigned to the Commission to handle legal matters. By 1929, the legal work had increased to the point that it was necessary to have a full-time general counsel, and Mr. Ross took over the job.

His able handling of highway legal affairs was nationally recognized. He was chairman for 15 years of the Committee on Legal Affairs of the American Association of State Highway Officials. He was the author of *Highway Laws and Practices in North Carolina*, and contributed frequently to professional journals and symposia.

From December of 1943 until his retirement from the department in May of 1945, Mr. Ross was acting chairman of the Highway Commission. For three years, 1947-50, he was general counsel of the Carolina Road Builders Association.

Quiet, friendly and likable, Mr. Ross had a host of friends in and out of the highway department. His work in the department was a noteworthy contribution to North Carolina's progress, for which he will be long remembered.

Never Satisfied

Work is something that when we have it we wish we didn't; when we don't have it we wish we did, and the object of most of it is to be able to afford not to do any some day.

The Chairman Had A Birthday



This picture was crowded out of previous issues and it's a little late now—but it's still good. Chairman Henry W. Jordan was 53 last August 31, and his friends and family duly observed it with several pleasant parties in his honor. He got at least three birthday cakes. The birthday happened to coincide with the Commission's meeting in Manteo. The picture above was snapped as waitresses at the Roanoke Inn, near Manteo, brought out a delicious cake baked by Mrs. Steve Tillett of Wanchese and surrounded the Chairman to sing "Happy Birthday". That's Mrs. Jordan at the right. The occasion was a luncheon given by Dare County people for the Commission. On the night before, a birthday party arranged by Commissioner and Mrs. Shelton and Division Engineer and Mrs. Bill Spruill was given in Dr. Jordan's honor at The Carolinian.



Prison Officers Go To School

PRISON DEPARTMENT "students" pose in front of the Institute of Government building in Chapel Hill, their headquarters during the four-week course in prison administration held recently.

Two hundred officers of the State's prison system— including all the prison camp superintendents, stewards, and division supervisors, and 15 staff members of Central Prison, Women's Prison, and Butner Youth Center— attended Prison Officers' Schools at the Institute of Government during October. The school, first of its kind, was a cooperative venture operated by the Prison Department and the Institute of Government with the help of the University of North Carolina.

There were four schools, each lasting for five days. First sessions began on October 1 for camp superintendents and division supervisors. Later classes were conducted for camp stewards, guards and related prison personnel.

Staff members of the Institute of Government took part in the program, and representatives of the Prison Department, the Paroles Commission, the State Board of Welfare, the State Board of Health, and the University faculty joined the instructional staff of the Institute during the series of schools.

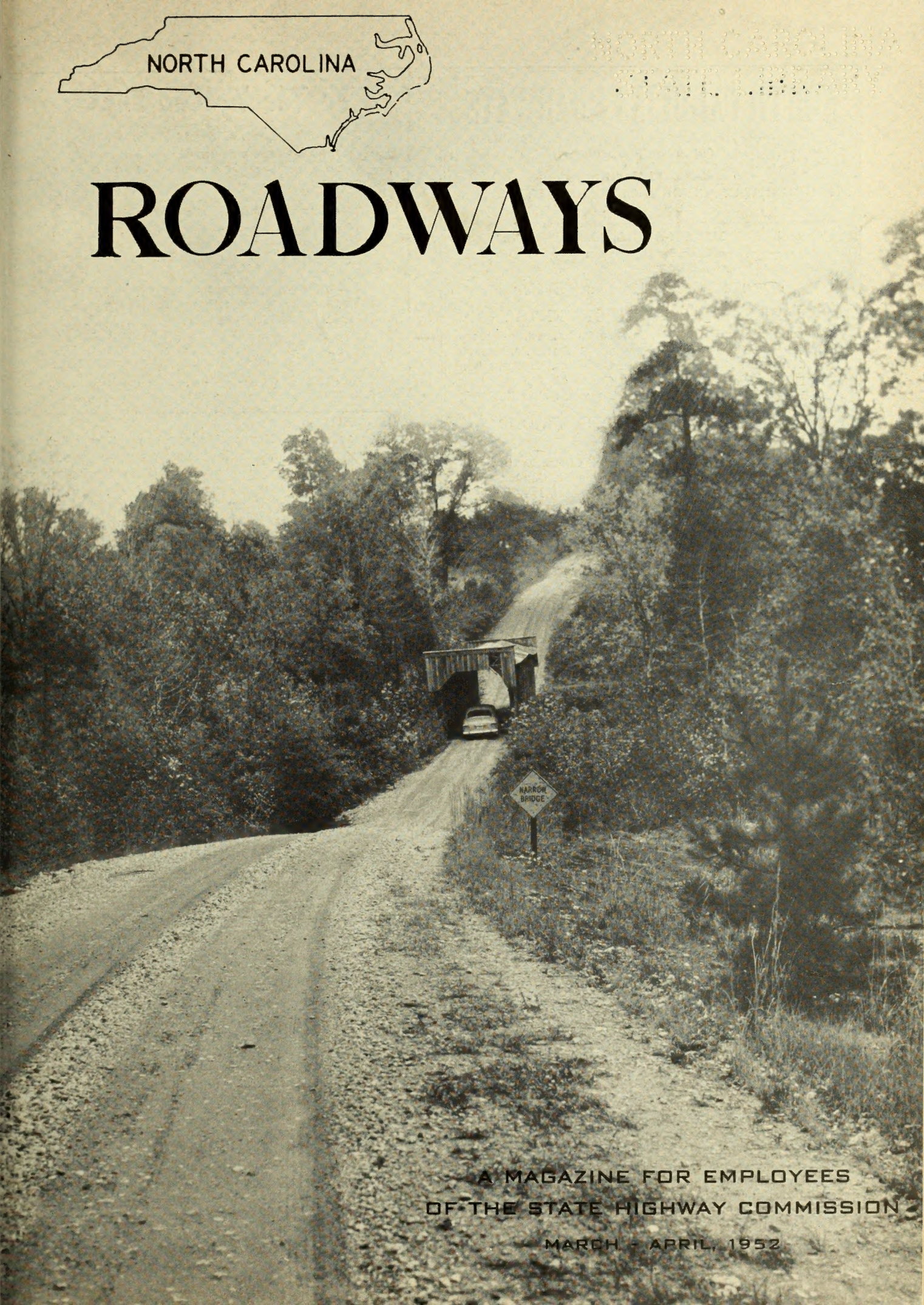
Lecturers included Institute Director Albert Coates, Paroles Commissioner T. C. Johnson, and State Welfare Commissioner Dr. Ellen Winston. "Teachers" from the Prison Department included Assistant Prison Director H. H. Honeycutt; Miss Ronie Sheffield, Superintendent of Women's Prison; J. D. Wilson, Classification Division; Dr. W. G. Cheves, Medical Director; Prison Director Walter H. Anderson; Charles Snow, Chief of Bureau of Identification and Records; R. L. Turner, Supervisor First Prison Division; C. O. Benfield, Supervisor Eighth Division; Otis Banks, former Business Manager of the Prison Department; Dr. J. F. Owen, Prison Department Psychiatrist; Rev. W. H. R. Jackson, Prison Department Chaplain; and E. O. Brogden and Larry Beltman, legal advisors to the Prison Department.

—(Photograph by Charles Snow)

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ROADWAYS



A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION

MARCH - APRIL, 1952

NORTH CAROLINA ROADWAYS

A Magazine for employees of the North Carolina State Highway and Public Works Commission

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R. B. PETERS, *General Counsel*

To The Highway Engineer

Now have come true mankind's oldest dreams
Of freedom to wander under endless skies.
Deserts, snow-capped barriers and streams
The magic of your modern trail defies.

What strange paradox, the roads you made,
That binding men together, set them free!
Highways like fishers' nets, a webbing laid
Across the nation, each cord an artery.

Take, then, the homage of a grateful land
For engineering well these ties that seal
Its strength. May you continue to expand
The wondrous partnership of road and wheel.

—*John W. Gibbons*

Reprinted from the A.A.S.H.O. NEWS, a publication appearing during association's 1951 annual meeting in Omaha, Neb.

Prayers At Winston-Salem

WE'VE ALWAYS LIKED to hear Dr. C. E. Rozzelle pray. He strikes us as a man who knows what he's doing and how to do it. And we're convinced he gets heard where it will do the most good.

Therefore, we were happy to find that Dr. Rozzelle was to deliver the invocation at a Chamber of Commerce dinner honoring the Highway Committee during its visit to Winston-Salem in January. The good doctor, a tower of Methodist strength, is now District Superintendent for his church at that area.

We were thrilled by his prayer. Then we found out that Winston-Salem has another eloquent petitioner to Providence in the person of Santford Martin, distinguished editor of *The Winston-Salem Journal*. He gave the invocation at a luncheon for the Commission. Earlier that day, the Commission meeting itself was opened with prayer (perhaps for the first time) by Dr. Julian Lake, pastor of the First Presbyterian Church. He also knew what to say and how to say it, and the Commissioners appreciated his part in the program.

Getting back to Dr. Rozzelle: We first heard him pray when, as pastor of a Methodist church in High Point, he gave the invocation at the inauguration of Gregg Cherry as governor. That prayer will long be remembered in North Carolina, and not just because of its length. Best we recall, it lasted about 20 minutes. Dr. Rozzelle made every word count. Never did a governor take office under more complete auspices, as far as prayer is concerned. Governor Cherry never faced a pitfall that wasn't covered in Dr. Rozzelle's prayer for guidance for the Governor. It was a masterpiece of praying, and who can say that it did not smooth out, in advance, many a rough spot which Governor Cherry successfully negotiated?

Dr. Rozzelle is a master of words, and we devoutly believe that when he prays celestial ears joyously tune in his rhetoric, just as those of mortals do. His prayers are good and they are practical. At Winston-Salem, Dr. Rozzelle thanked God for "every mile of road built from Tennessee to Tidewater," and for every step in the Go-Forward Program.

We are sorry we didn't get a transcript of his prayer, or Dr. Lake's. But we did get a copy of the stirring petition delivered by Santford Martin. Here in cold type you won't get the strong vibrancy of his voice or the humble pride and resolution it gave to its listeners. But still, it might be very helpful to you; so here it is:

> "Our Father, we thank Thee for our great Governor and for the North Carolina Highway Commission—courageous builders of a better State.
>
> "We pray that all of us may say in our hearts:
>
> 'Carolina, Carolina, Heaven's
> blessings attend her,
> While we live we will cherish,
> protect and defend her.'
>
> "And help us also to say in our hearts:
>
> 'Our father's God, to Thee,
> Author of liberty,
> To Thee, we sing;
> Long may our land be bright
> With freedom's holy light;
> Protect us by Thy might,
> Great God, our King.'
>
> "Bless this food to the nourishment of our bodies and us in unselfish service to our community, our State, our country, and our world. And may Thy Kingdom come, Thy will be done on earth as it is in Heaven.
>
> In Jesus' name, we pray
>
> AMEN."

It's a good thing to have such good men bring such prayers to meetings of public officials. Everyone benefits. As for the Highway Commissioners, they are deeply appreciative of the contribution made to the Winston-Salem program by Messrs. Rozzelle, Martin and Lake. They will long remember it.

THIS MONTH'S COVER

Tom Walker has an interesting story in this issue of ROADWAYS about the few covered bridges remaining in North Carolina. We selected a picture of one of the old bridges for our cover as sort of a farewell toast to the picturesque structures. This one spans Richland Creek, near Pickett Mill in Randolph County. We are told that only seven covered bridges remain in North Carolina, most of them in Randolph County. (Photo by Sebastian Sommer for State Department of Conservation and Development).

Scenes At Commission's January 31 Meeting In Winston-Salem



Identification in each photo is from left to right. Top left photo: Chairman Henry W. Jordan, M. E. Miller of the Winston-Salem Chamber of Commerce, Commissioner George S. Coble, and Commissioner Mark Goforth. Top right photo: Mrs. H. G. Shelton, Commissioner H. G. Shelton, Commissioner M. Otis Poole, and Commissioner W. Guy Hargett. Center left photo: W. P. Landreth of the Winston-Salem Chamber of Commerce, Commissioner R. E. Earp, and Commissioner James A. Barnwell. Center right photo: J. T. Barnes, Jr., president of the Winston-Salem Chamber of Commerce, Commissioner L. Dale Thrash, Commissioner Joseph Graham and Commissioner A. Wilbur Clark, Bottom center photo: R. Getty Browning, Locating Engineer; W. H. Rogers, Jr., Chief Highway Engineer; James S. Burch, Statistics and Planning Engineer; and Zeb V. Stewart, Eighth Division Engineer.

Materials Lab Helps To Safeguard Quality Of North Carolina Roads



C. E. Proudley, chief materials engineer, gives dictation to Mrs. Mack Brothers. He is the son of George Raymond and Eddith Garrison Proudley and was born August 7, 1897, in Washington, D. C. Upon his graduation in 1915 from high school there, he started work with the U.S. Bureau of Public Roads. At the same time, he was attending George Washington University "afternoon classes" (they usually lasted till midnight.)

In 1917, when his college military unit was activated as the 60th Coast Artillery Corps, Mr. Proudley went into Service. He spent nine months in Europe as regimental supply and instrument sergeant with the heavy field artillery.

After the war, he returned to his work with the Bureau and reentered college. In 1927, he earned his B.S. degree in civil engineering; that same year he joined the National Sand and Gravel Association as research engineer and assistant executive secretary. Six years later, in 1933, he organized and operated his own commercial lab — the Washington Testing Lab. He also completed work on his professional civil engineering degree.

In 1936 the Commission employed him to head the Division of Materials and Testing.

Mr. Proudley is active in development of specifications, tests methods and information by regional and national technical societies and conferences. He is a member of American Society for Testing Materials, Highway Research Board, the A.A.S.H.O. committee on materials, the S.A.S.H.O. committee on Materials and Tests and the American Standards Association.

THE PRESSURE is on all the time in our Division of Materials laboratory. Enough pressure to crush a block of concrete; enough pressure to separate water from oil, enough pressure to stretch a chunk of rock or deform asphaltic pavement. And enough pressing work to keep the men of the lab busy at all times, applying a myriad of tests to the many materials used in building North Carolina's highways.

The lab was once considered by some a necessary evil, designed by impractical scientists, as a means of harassing and delaying the construction forces. Not so today. Functioning as a "watch dog" over roadbuilding, the technicians have in reality assured Tar Heel taxpayers dollar for dollar value on highway funds. By policing road materials both at the source, in the pit and quarry, and also on the job, the Division of Materials has made certain that the State gets the quality material best suited for road work.

It's the business of the testing lab to see that materials used by the Commission and highway contractors measure up to rigid standards and specifications. The lab technicians subject the sample road materials to crushing, melting, twisting, stretching, heating and freezing. These tests are scientifically designed to measure strength, hardness, softness, weight, purity, chemical composition and elasticity to determine the fitness of the material for the job.

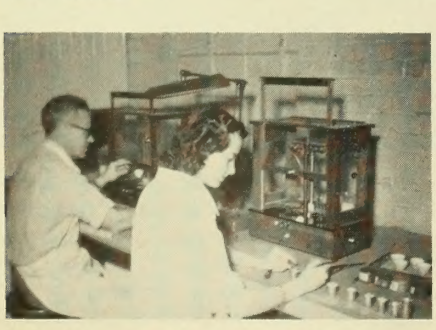
Better understanding also exists among the lab and its inspectors, the private contractors and the State's highway forces because of this testing service. This cooperation is especially essential with the State's big road program now underway. According to the Highway's chief materials engineer, C. E. Proudley, "It is pleasing to observe that the highway contractors operating in North Carolina are almost without exception, highly co-operativ with our division."

Responsibility for the efficient running of this highway department fall on the able shoulders of C. E. Proudley Recognized as one of the nation's leading authorities on testing materials, Mr Proudley has been weighing, measuring and evaluating materials for the past 3 years. His assistants in this importan work are Clyde Carmichael, who supervises the chemical lab; J. E. Thompson, Jr., who directs the physical and concrete lab; and A. Duke Morgan, who is in charge of the research lab.

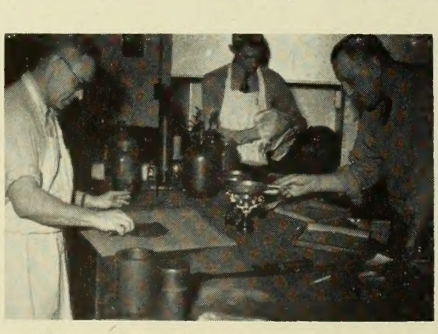
A quick flashback reveals that the Division of Materials when created in the early twenties was first under the jurisdiction of the construction department headed by C. N. "Sky" Connor The first physical testing engineer was Frank S. Pritchett; the first chemical testing engineer was the late R. L. Oberholser. Pritchett was followed by R. T Giles, E. E. Kivett, J. E. Phoenix, C. W Fields and, in 1938, J. E. Thompson, Jr. was promoted to the physical testing engineer—a position he still holds. Oberholser was succeeded by W. A. Harris who was replaced in 1929 by the present chemical testing engineer, Clyde Carmichael.

When the Division of Materials was officially created as a separate department in 1931, Bill Hawkins was its chief engineer. When Mr. Hawkins was made assistant state construction engineer in 1936, the Commission employed C. E. Proudley to head this road material testing service.

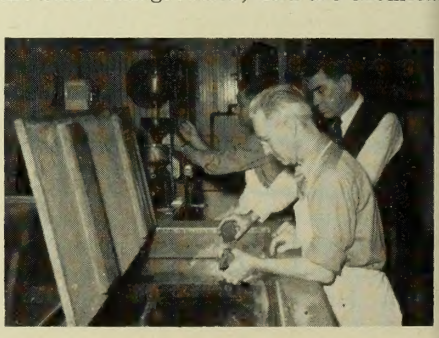
The lab was first located in the basement of the Raleigh Commercial Bank Building. The concrete lab was subsequently moved to the "truck patch" (the highway equipment depot near the State Fairgrounds) and the chemical



Gilbert Morgan and Barbara Crawford weigh up samples of copper, steel and portland cement.



Gilbert Morgan, Frank Waller and Clyde Carmichael prepare specimens of mineral aggregates for weighing.



F. S. Hardy, R. R. Baker and J. E. Thompson, Jr., are storing and testing brickettes of cement and sand.

lab was located on the fourth floor of the highway building. Needing more space, the concrete and chemical labs mushroomed to their present location in 1938 in an old garage converted to laboratories. And it's still growing. Proudley figures that with the heavy volume and variety of road samples pouring in daily the lab could use three times its present floor space.

The men in the lab strive to complete and return results of tests all in one day, as Proudley believes "a lab loses its value if too much time is taken to report a test." In addition to speed, results of the test have to be accurate. Testing road samples is no guessing game; precision and accuracy are all-important.

Field Inspectors

Who inspects paving materials and takes the samples?

R. C. Coggin is in charge of division material inspectors who visit all the jobs under construction in their areas. These inspectors work closely with the resident engineers, showing them how to take samples and make tests in the field. They check commercial sources of mineral aggregates, sand and gravel **before** shipment to a road project. They in turn follow up by on-the-job inspection. C. L. Smith and his two associates, G. Ed Hill and Fred H. Mahler, give statewide inspection of Portland cement concrete. C. G. Phillips and his assistant, C. G. Jackson, inspect the manufacture of concrete culvert pipe; they check to see that the pipe meets contract specifications. A. T. ("Pat") O'Berry inspects all the corrugated metal culvert pipe (better known in the trade as "wrinkled tin"). A handy gadget—the "magne-gauge"—in use the last two years eliminates the old inspection method which sometimes required two days for a chemical analysis. The "magne-gauge" in a matter of minutes can determine the thickness of zinc coating on a pipe without damage to the pipe or zinc coating. Direct result is a reduction in on-the-job rejections of pipe; metal pipe manufacturers have constructed better pipes to insure meeting minimum metal specifications. And that's just one example of the better road material that the lab has fostered.

Although bituminous pavement is the main paving material tested in the chemical lab, chief chemical testing engineer Clyde Carmichael supervises an almost endless variety of tests. He oversees the testing of asphalt, chemical analysis of all portland cement, creosote, hydraulic brake fluid, new and reclaimed lubricating oils, greases and paints (for bridges, guardrails, traffic lines and signals), antifreeze preparations, soap, detergents, reflector buttons on highway signs and even the glass beads used to make centerlines night-shining. The chemical lab has the most up-to-date equipment available, such as thermostatically controlled Furol and Universal Viscosimeters, latest Chainomatic balances, and constant temperature baths and ovens. Every effort is made to report accurate results which means constant checking of methods, equipment and technique. This is particularly true of materials failing to meet specifications. When possible, additional samples are obtained on the faulty materials because failure may be due to improper sampling—a possibility generally overlooked by engineers and inspectors until the material is rejected.

Last year the chemical lab examined 13,531 samples representing more than 60 different types of materials. Carmichael's hard working crew includes these technicians: W. H. Shearon, W. O. Harris, R. E. Helms, R. H. Stephenson, Jr., F. E. Waller, and R. J. Scarborough. His three chemists are G. W. Morgan, Elizabeth H. Wilson and Barbara Crawford. The colored porter, James F. Coles, has learned much about the lab through observation. Carmichael has trained him to run simple chemical tests.

Carmichael says that the lab is a "close link between the theoretical and practical side of building and maintaining highways and bridges."

One of the division's earliest projects was intensive research on Portland cement concrete. Proof that the research paid the State well are the many concrete highways still serviceable and in use today. Proudley says, "As a result of this early research, many miles of excellent concrete pavement are still in existence." It took years to devise the best fomula for the mixing of cement concrete. What's more, they're still studying, testing and improving the formula.

Concrete and Physical Lab

Over in the concrete and physical lab, J. E. Thompson, Jr., directs the testing of every carload of portland cement concrete used on the State's pavements and bridges. His lab determines the proportion of fine and coarse aggregates and portland cement that give the specified strength and quality of concrete desired. Beams representing concrete pavement are made in molds and tested by bending in a hydraulic testing machine which can apply loads up to 90,000 pounds. These concrete specimens before testing are stored in the "fog room" (95% saturation maintained by the continual spraying of a fine mist with temperature controlled at 70 degree F.) Concrete for bridges and culverts can be stressed to failure in a machine capable of applying 300,000 pounds pressure. The National Bureau of Standards inspects these machines and other laboratory equipment periodically to insure accuracy. The Bureau consistently rates this laboratory, its equipment and chief technician high among the best in America.

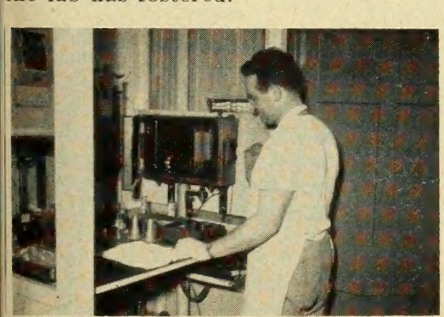
The "air-entrenchment" method of beating up minute particles of air into all structural concrete was started two years ago. It adds longer life to the road. Recently, it has been used with success on the Durham-by-pass.

The concrete and physical lab is constantly checking the quality of all sand, gravel, stone, steel, cement, concrete, brick and even water used in constructing the State highways and bridges. Chief among the tests is the Los Angeles abrasion test for stone or gravel which shows which material is best for use in bituminous surface treatment.

Mr. Thompson directs the work of W. L. McCanless, R. L. Shearin, F. S. Hardy, R. R. Baker, H. F. Waller, J. E. Daniel, George S. Turner, and W. L. Collins.

With the Commission engaged in more highway construction than ever

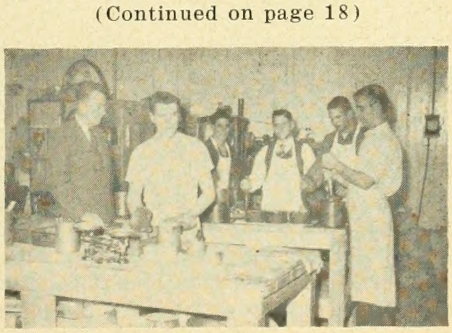
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W. L. Collins adjusts Wagoner Turbidimeter to test portland cement.



Duke Morgan watches men in the research lab prepare road samples.



The research technicians pause in their tests on road materials.



Varied Experience Helps Mark Goforth Do Good Job As Eighth's Commissioner

GEORGE MARK GOFORTH, folksy Eighth Division Commissioner, is a successful lumber and real estate dealer in Lenoir. Thirty years ago he went into partnership with Ransom Bush. However, they've never had a contract or written agreement between them. They have neither secretary nor rented office; Mr. Goforth's friends kid him about having "his office under his hat."

Through the years, Goforth and Bush have dealt in the buying, selling and sawmilling of lumber. They sent their sawmill right in to the timber. Later they branched out into real estate and building houses. All this time, Mr. Goforth was engaged in running his 100-acre Caldwell County farm. In looking back, the Commissioner reminisced of those early days, "No cash crop; we never knew what money was." The picture has changed, as the firm of Bush and Goforth is a thriving business today. During his term as commissioner of the Eighth Division, Mr. Goforth has left the running of their business to his partner.

For ten years, from 1933 to 1943, Mark Goforth sold building supplies with John Bost. However, he sold his interest and concentrated on real estate and lumber ventures—the cutting and selling of white pine, poplar, oak and yellow pine.

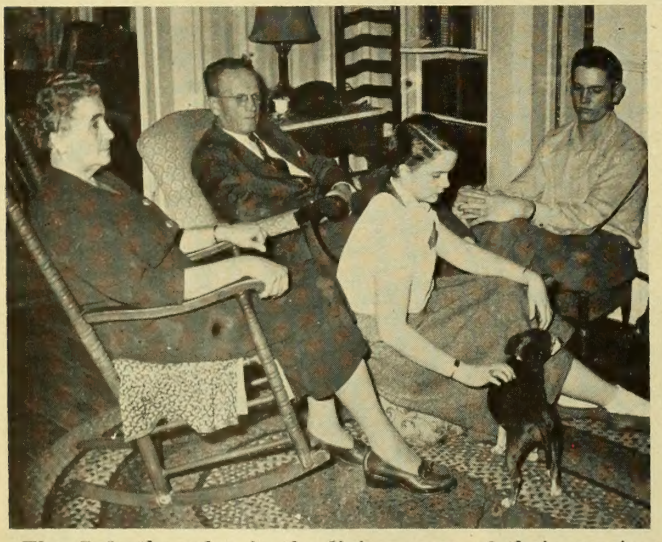
Through the years he has had his fingers on the pulse of his mountainous community. Not only is he the chairman of the local committee of the Farmer's Federation but he's also a director of the Blackwelder Hospital Board. Intensely aware of the farmer's needs from his own experience, he was an organizer and is a former chairman of the Caldwell County Curb Market. His real estate business gave him a good insight into the problem of home financing, so he was well qualified to be a director of the Mutual Building and Savings Loan Association in Lenoir. His home-folks early recognized his worth by appointing him to the board of directors of the Union National Bank.

Perhaps he served his region best when he was elected to the Caldwell County Board of Commissioners. He served for 14 years, mostly as chairman. In 1943, Mark Goforth was elected president of the State Association of county commissioners.

His past record of public service has ably fitted him to serve as commissioner of the Eighth Highway Division. Having spent all his life in Caldwell County, he is qualified to know and understand the problems and possibilities of his region. Since he is well acquainted with the area and its people, he's the logical man to direct its roadbuilding.

The Commissioner is a chatty, homespun man who makes no pretensions of grandeur. His easy-going manner immediately puts both his highway associates and road petitioners at ease. Rich in the folk-lore of his mountain heritage, he delights in spinning yarns. One of his favorite anecdotes concerns a buggy ride 30 years ago with his State College friend, Kerr Scott. It seems the two county agents were leisurely jogging in a buggy down a Caldwell County wooded lane when Scott, spotting a rabbit, bet Goforth he couldn't fell it with one stone's throw. Whereupon to the amazement of both, Goforth with one well-aimed throw did kill the startled rabbit. When the two get together today, they still chuckle about it.

(Continued on inside back cover)



The Goforths relax in the living room of their spacious country home near Lenoir. Mrs. Goforth takes an active part in the P.T.A. and the Woman's Society of Christian Service. Helen and Preston are juniors in the Lenoir High School. That's the family pet, Patsy.



Mr. Goforth works in the district office at Lenoir. Left to right: J. T. Winkler (road maintenance supervisor), F. W. McCracken (county foreman), A. G. "Pete" Justus (road supervisor), the Commissioner, C. A. Hayworth (district three engineer), Miss Pauline Pugh (secretary).

Covered Bridges Vanishing From North Carolina Scene

By TOM WALKER

A RELIC of days when life and travel were more leisurely is passing rapidly from the North Carolina scene.

The old covered bridge—a favored parking spot for courtin' couples in horse-and-buggy days, a haven for travelers caught by showers, and always a pleasant sight on the landscape—has joined the ranks of vanishing Americana.

A search recently turned up only seven of the quaint structures still standing in the State, which not so many years ago could count them in the hundreds.

This brief list of the old bridges which have managed to survive in the face of the tremendous highway construction programs of the past 30 years includes six in Randolph County and one in Catawba County.

Famed Landmark Demolished

The most venerable of them all—Settle's Bridge over the Dan River near Wentworth, in Rockingham County—recently was demolished to be replaced by a steel-and-concrete bridge nearby.

Settle's Bridge, which was more than a hundred years old, was an excellent example of the ingenious work of builders who had to do without the help of even metal bolts, not to mention steel beams and concrete.

Huge wooden pins held its timbers together. It spanned the Dan about five miles northwest of Wentworth on a secondary highway off N.C. Highway 704. Three massive stone piers held it high above the water against the danger of floods.

There was some sentiment in the section to have the old bridge left standing as a historic souvenir, but apparently there was no organization to undertake the task. The State Highway Commission said it simply didn't have the funds to keep up the old bridge—nor any similar structure, for that matter—once its usefulness was over.

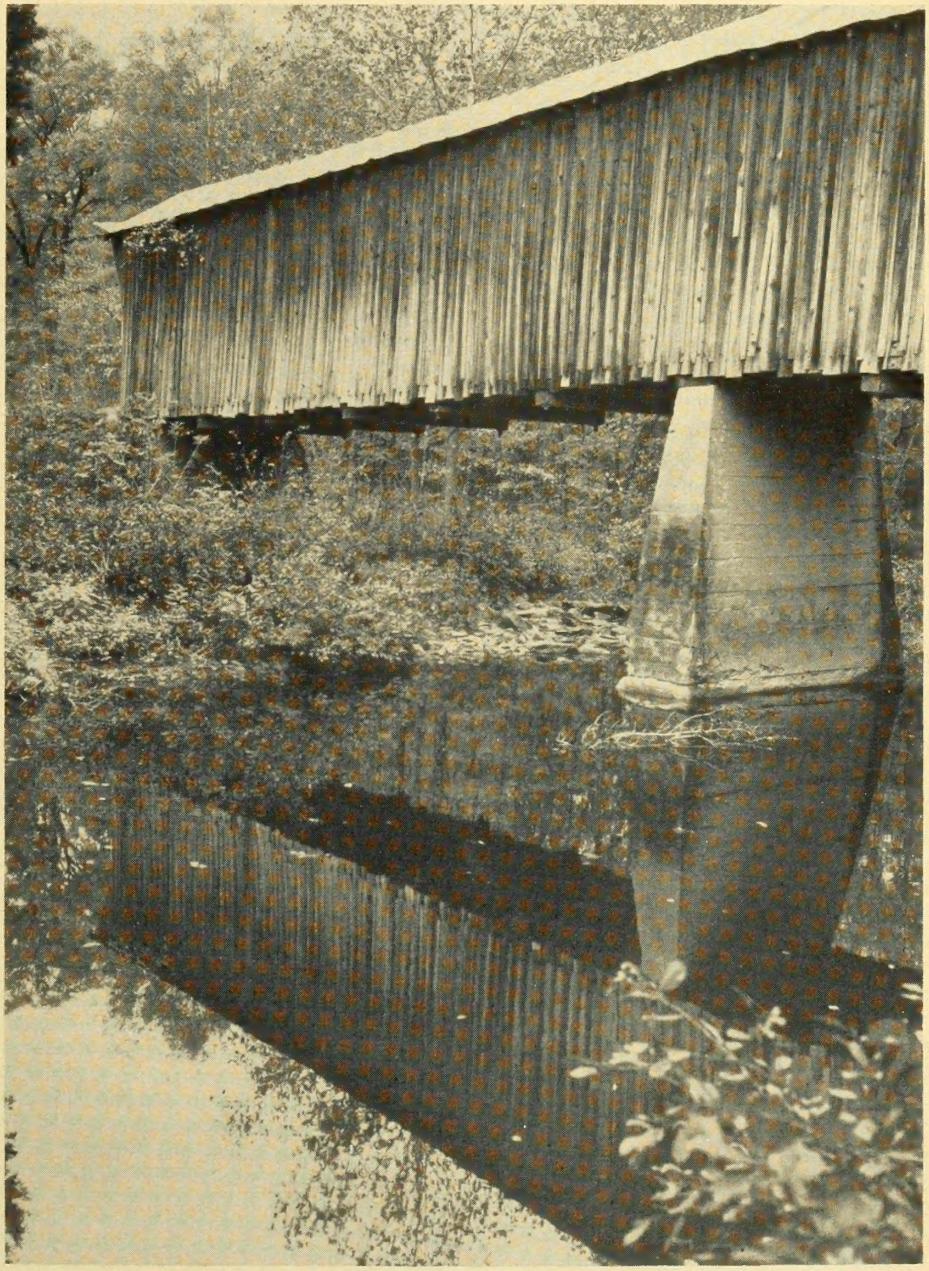
Near hustling, bustling U.S. Highways 64-70 stands Catawba County's remaining covered bridge. It is known as the Bunker Hill Covered Bridge. It crosses Lyles Creek near Claremont and is about a mile and a half from Hickory. Although it is on an abandoned piece of road, an occasional vehicle still passes over it.

The bridge, 12 feet wide and 80 feet long, with its timbers joined by wooden pins, was built in 1895 by Andy L. Ramsour of Hickory, with the help of Eli Kale, George Holler, Cain Bost, and Rowell Electous Connor. It replaced a similar bridge at or near the same site.

The Catawba County Historical Association, Inc., of which R. L. Hefner of Hickory is president, is looking into the possibility of having the bridge preserved.

The rapid rate at which the old bridges have disappeared within recent

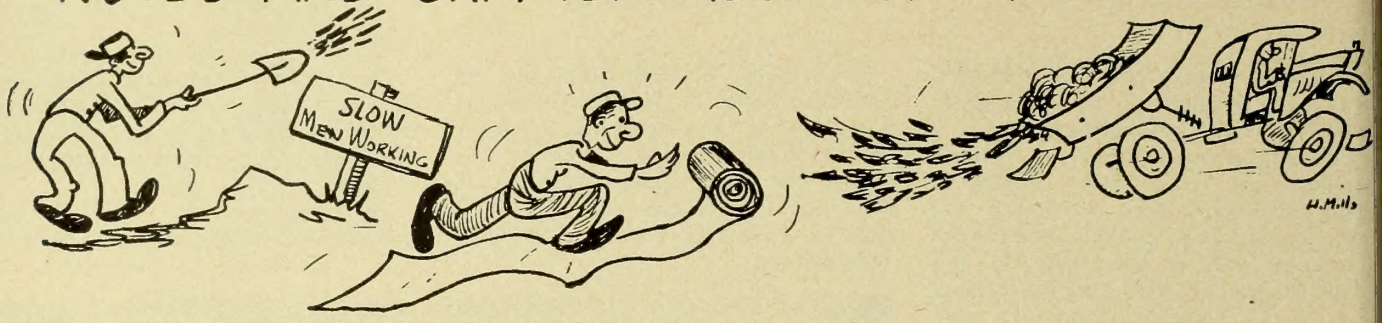
(Continued on page 18)



Reflection in waters of Brush Creek in Randolph County makes two bridges of covered bridge built in 1917 by T. A. Cox of near Coleridge.

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



DIVISION ONE

SHIRLEY JONES
Division Correspondent

THE FIRST has set a record . . . During January twelve future highway engineers were born . . . The proud parents are: *Mr. and Mrs. F. E. Farles, Mr. and Mrs. R. W. Hasty, Mr. and Mrs. J. E. Moore, Mr. and Mrs. J. E. James, Mr. and Mrs. C. M. Cullom, Mr. and Mrs. G. K. Riddick, Mr. and Mrs. Jack Jernigan, Mr. and Mrs. F. T. Carter, Mr. and Mrs. Charlie G. Webb, Mr. and Mrs. Curtis McHorney, Mr. and Mrs. Boyd Fleming* and *Mr. and Mrs. McMullen White* . . . To each family, ROADWAYS says, "Congratulations!"

OUR APOLOGY . . . In listing the men who have been with the Commission 30 or 31 years, we neglected to list *E. S. Peabody*, resident engineer . . . We owe him an apology as *Mr. Peabody* is one of the oldest men in the division in point of service . . . He began work April 16, 1920 . . . This April he will have 32 years service to his credit.

OUR SYMPATHY to the family of *Kennie Raynor* of Tarboro who died January 13, 1952 . . . He had been ill since last August . . . Prior to that time he had been a section foreman helper . . . *Mr. Raynor* had been with the State since 1947.

THREE MEN in the First have resigned recently . . . *Jack Jernigan* of the construction department is now working with the Tilghman Furniture Company in Weldon . . . *J. A. Gray*, gang foreman in the third district, left the Commission in order to farm full-time . . . *G. W. Tucker* of the maintenance department joined the U. S. Navy . . . He is now stationed in California . . . Their highway associates wish these men well in their new work.

MRS. C. F. GORE, wife of district three engineer *Gore*, spent several days in the Park View Hospital in Rocky Mount.

WARREN COUNTY maintenance forces proudly announce their safety record this year . . . To date there have been no accidents.

IN FEBRUARY *R. C. Dickerson* was appointed superintendent of Warren County Prison Camp 115 . . . Since former Camp Superintendent, *J. D. Meadows*, was transferred to Nash County Prison Camp 403 last November, *Henry M. King* had been acting superintendent . . . *King*, a prison camp guard, will continue in that capacity . . . *Mr. Dickerson* is 26 . . . He was a member of the State Highway Patrol for four years.

DIVISION TWO

J. L. PHILLIPS
Division Correspondent

A LONG-TIME DREAM of equipment superintendent *J. L. McDonald* and his employees for a new office has finally become a reality . . . They proudly moved into their quarters just prior to the Christmas holidays . . . Steno-Clerk I and Steno-Clerk II, while exclaiming over their new modern furniture and fixtures, asked if they were going to be replaced . . . So far, they haven't been replaced . . . They have settled down and find it a real pleasure to work in their new office.

RECENT VACATIONISTS (destinations unknown) in the Fourth include: *J. A. Lewis*, gang foreman of Washington; *L. M. Gurkin*, shovel operator of Washington; *W. W. Clark*, motor grader operator of Chocowinity; *Wilbur Cowan*, section foreman of Washington; *M. C. Hassell*, truck driver of Creswell; *G. W. Cartwright*, truck driver of Fairfield; *Lee Pinkham*, section foreman of Engelhard; *R. H. Mann*, section foreman helper of Engelhard; *Marvin F. Gibbs*, shovel operator of Engelhard; *W. H. Blake*, road machine operator of Scranton; *H. M. Spencer*, truck driver of Scranton; *A. C. Ambrose*, truck driver of Creswell; *M. L. McKell*, truck driver of Creswell; *Clarence Daw, Jr.*, motor grader operator of Pinetown; *Bruce Phelps*, road machine operator of Creswell; *C. J. Phelps*, gang foreman of Creswell; *H. S. Phelps*, gang foreman of Creswell; *R. L. Sexton*, foreman of Creswell; and *J. A. Waters*, section foreman helper of Pinetown . . . We hope they had nice vacations!

MR. AND MRS. JOHNNY BRILEY recently got back from a ten-day trip . . . They toured Maryland and Connecticut . . . "We were particularly impressed by the beauty of the new dual highway where there are to be no buildings other than City Service Stations and Howard Johnson Restaurants."

TWO MEN FROM THE SECOND have been called into military service . . . *G. A. Edwards*, truck driver of Washington, and *Paul Howard*, engineering aide at Kinston, resigned recently to go into service.



JUST MARRIED . . . THE DAILS

FOLKS ON THE SICK LIST in the Second include: *J. C. Norman*, section foreman helper of Blount's Creek; *J. A. Tetterson*, bulldozer operator of Washington; *B. H. Phelps*, road machine operator of Creswell; *L. T. Carter*, truck driver of Swan Quarter; *Guy Gibbs*, tractor operator of Engelhard; *J. E. Rhodes*, truck driver of Columbia; *L. W. Bateman*, truck driver of Creswell; *Mrs. Lula B. Bridgeman*, wife of *Dallas Bridgeman* who is the supervisor at Columbia; *Mrs. Alethia Jane Hassel*, wife of *Marvin C. Hassel; W. L. Clark* and *T. L. Sutton.*

WE ARE HAPPY to see that *D. T. Fisher*, road machine operator of Scranton, has recovered and is back on the job again.

J. T. HARRIS, a former employee of the Commission, is recovering nicely from a serious operation he underwent recently . . . He is the son of *T. F. Harris*, supervisory foreman at Washington.

THELMA EXUM of the division office was a patient recently at Pitt Memorial Hospital in Greenville . . . She's back at work now and claims she feels much better.

A DISTRICT ONE employee left recently . . . *J. Lawrence Hawkins* resigned to accept other employment.

FAMILY GATHERING at Christmas . . . *J. G. Gibbs, Sr.*, right of way engineer, had his entire family at home for the holidays . . . A son in the Air Force and a daughter now living in Nashville, Tennessee were there to round out the family circle of eight . . . Shortly thereafter, the Gibbs family visited in Tennessee and the western part of the State.

VIRGINIA-BOUND . . . Assistant division engineer *Jasper L. Phillips* and *Mrs. Phillips* visited relatives during Christmas holidays.

HUNTER IN THE SECOND . . . *J. T. Huffman*, Inspector I at Jacksonville, while hunting during the holidays killed a deer and a bear on the same trip . . . He reports, "I wounded another bear which I trailed for some distance in the pocosin without getting close enough to make the kill."

SOMETHING NEW has been added . . . The district office at Kinston has recently been completed and houses both the offices of the district engineer and the resident engineer.

JUST FINISHED . . . The new bridge across Contentnea Creek at Snow Hill has just been completed . . . The approaches are still under construction.

NEWLY-WEDS . . . *Mrs. Mildred Waterman*, junior general clerk in the Kinston office, was married to *Harold Dail* in November in Florence, S. C. . . . The Dails live in Kinston . . . He's a contract builder . . . Picture shows the Dails at a shower given for them in December

DIVISION THREE

SAM M. WILSON
Division Correspondent

THE THIRD reports two State Highway Employees Association meetings recently . . . The New Hanover County chapter met at Wilmington for a splendid meeting under the supervision of *A. K. Mallard* . . . Later the Duplin County Chapter met for a Ladies Night in Kenansville . . . *Bill Ingram* says they had a real shindig down there.

THE CHRISTMAS holidays were ushered in with two fine parties . . . The division shop employees held their annual get-together . . . A delicious turkey dinner was enjoyed . . . On hand for the fun were *Commissioner and Mrs. Clark, Division Engineer and Mrs. Whitfield, Assistant division engineer and Mrs. C. E. Brown* and *Mr. and Mrs. Sam Wilson* . . . Over in the maintenance depot of Brunswick County employees and their families sat down to a tasty barbecue supper . . . Santa Claus was present and was very generous with the kids . . . He passed out fruit and candy and answered the kiddies' numerous questions . . . A nice time was had by all!

THE SICK LIST for the Third includes *Mrs. Kathleen Upton*, wife of equipment superintendent *J. W. Upton*, who is at home recuperating from a major operation she underwent recently in Highsmith's Hospital in Fayetteville . . . And *W. V. Coley*, division shop foreman, who is receiving treatment for a stomach ailment in the Veterans Hospital.

LATEST ADDITION . . . *Mr. and Mrs. J. C. Johnson* and *Mr. and Mrs. Freeman Hewett* announce the births of daughters . . . Each family has a little girl now.

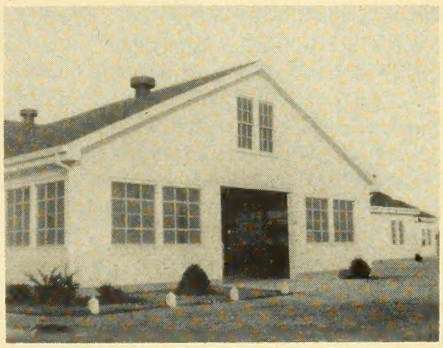
TWO MEN in the Third died recently . . . Our sympathy to the family of *T. H. Nunalee* who was foreman in Pender County for many years . . . To the family of *R. E. Frazier*, bridge tender at Castle Hayne, who died last November.

CONGRATULATIONS to Miss Dorothy Sugg and *Mr. Edwin W. Reeves* . . . They were married in the Methodist Church in Grifton recently . . . *Ed* is with the construction department.

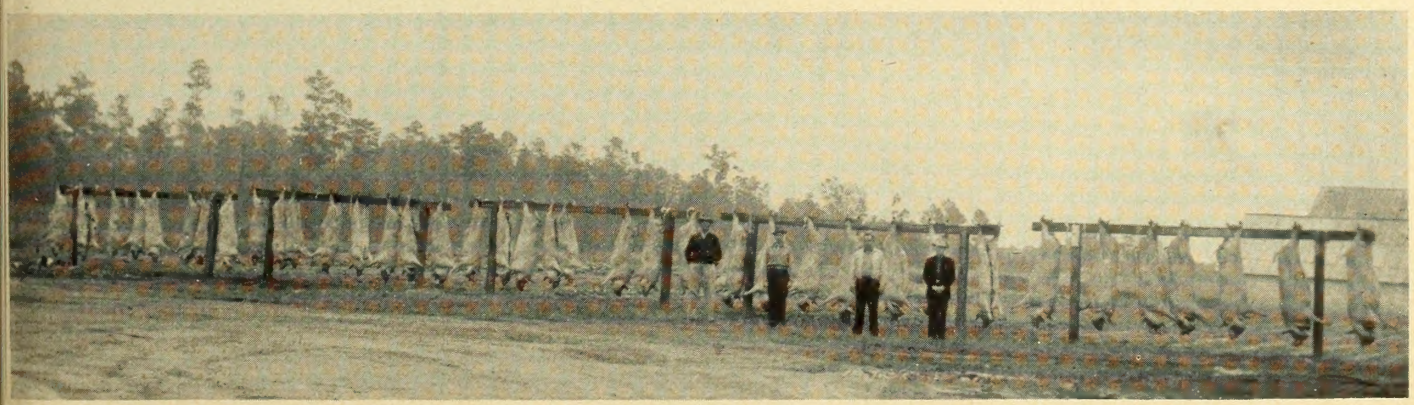
DIVISION FOUR

WADE H. PRIDGEN
Division Correspondent

THERE'LL BE NO SHORTAGE of pork at the Wayne County Prison Camp in Goldsboro this year . . . Credit goes to Farm Foreman *H. C. Hayes*, Guard *Elmer Pilkington*, Steward *Thurman Ross* and Superintendent *T. B. Sasser* who supervised the recent hog-killing . . . Just look at all those 38 (count them) hogs! . . .



FOURTH'S MACHINE SHOP



WAYNE PRISON CAMP . . . HOG KILLING



J. W. JENKINS SAMPLES CAKE



MR. BURTON . . . NYLON GOLF BAG



PARTY IN THE FIFTH

The folks at the camp in Goldsboro are to be commended for a tremendous job well done!

WE'RE STILL HEARING about Christmas parties and vacations . . . *Sarah Dillon*, secretary in the division office, had a number of the highway people around to her house for a holiday party . . . *Sarah* spent one day in Raleigh on a shopping spree before she went to Washington, D. C., to spend Christmas with her sister . . . The division shop employees also had a fine Yuletide party . . . *Mrs. Lonnie Grant*, secretary in the Right-of-Way office, celebrated Christmas with her husband's parents in Selma . . . Mr. Grant couldn't be there as he was overseas at the time.

THE FLORIDA SUNSHINE beckoned *L. R. Price*, road oil foreman, to a Christmas visit. . . *Jimmy Brown*, Franklin County maintenance supervisor, and his family got back from a vacation there.

SPEEDY RECOVERY WISHES go to those who have been sick . . . In District One: *E. R. Skinner*, *B. J. Howell*, *J. E. Carter*, *T. D. Cannon*, *Alfred Morgan*, *Pervis Bissette*, and *Roy C. Wallace's* wife *Doris* . . . In District Two: *J. H. M. William's* daughter, *Leona*, and *Jesse Johnson* . . . In District Three: *C. E. Nelms*, *R. M. Catlett*, *J. P. Brown's* daughter, *Barbara*, *J. H. Smith* and *R. M. Pendergraft* . . . In the road oil department: *W. W. Coggins* and *M. W. Pace*.

WYLA JEAN EASON, daughter of *G. C. Eason*, who is a road oil distributor driver, has been confined to the hospital with intestinal influenza . . . *Mrs. Tom Grantham* (her husband's in the construction department) has also been ailing.

SEVERAL EMPLOYEES have been injured on-the-job . . . Road oil workers *C. I. Sellars* and *S. F. Holmes* strained their backs . . . *W. O. Puckett* strained his chest . . . *G. C. Eason* also hurt his chest when a truck drag link came loose and went down a fill . . . Hope they are well and back on the job!

GOOD-BYES WERE SAID recently . . . To two road oil men who resigned . . . *A. L. Stanley* left for a four-year enlistment in the Army . . . *M. T. Ray, Jr.*, left the highway department for other employment . . . To *Graham Wilkerson*, rodman with *S. O. Southall's* party, who left the Commission to accept employment with Southern Dairies in Wilson . . . To veteran employee *"Red" Mitchell* who resigned . . . He was Nash County bridge superintendent for a number of years . . . The division wishes each of these men well in his new work.

IT'S GOOD TO SEE the Fourth's Division Engineer, *T. J. McKim*, up and about again after a serious illness . . . He're's hoping he will continue to improve.

AS WE GO TO PRESS, resident engineer *Karl Andriessen* is still in the Veteran's Hospital in Fayetteville . . . His highway friends miss him.

OUR SYMPATHY to the family of *W. H. Pittman* who died in December . . . He had been night watchman at the division shop since 1942 . . . To *R. W. Dawson*, District Two engineer, in the recent loss of his father.

CONGRATULATIONS to *Mr. and Mrs. J. T. Elmore* on the birth of a new baby . . . *Mr. Elmore* works in the division shop . . . To *Don Woodard* of the equipment department who is engaged to be married although no wedding date has been set yet.

THERE'S a new building in the Fourth . . . A new machine shop for the division was recently completed.

DIVISION FIVE

J. W. JENKINS
Division Correspondent

A FINE TIME was had by all . . . At noon on the Friday before Christmas, *Mrs. Beyrl Mateer*, *Mrs. Margaret Howell* and *Mrs. Helen Pringle* were hostesses for a party . . . The honored guests included 25 men of the division office, construction department and third district office.

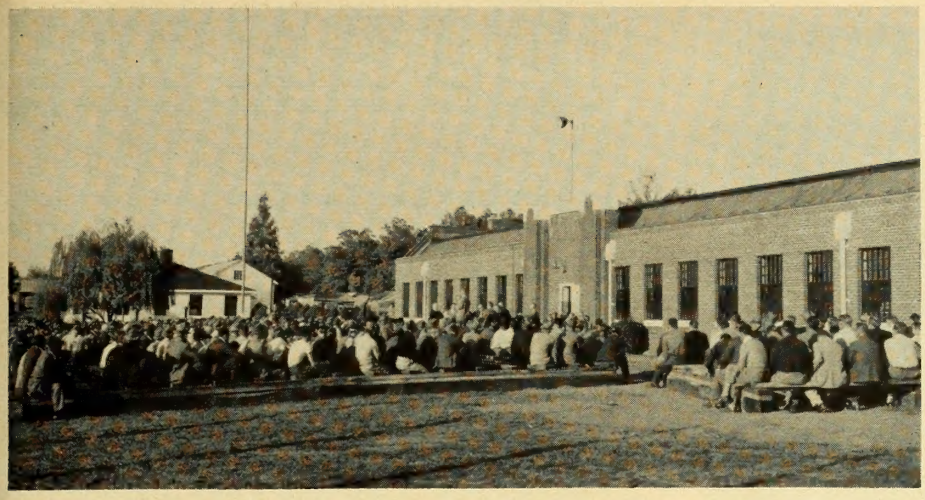
THE ASSEMBLY room was beautifully decorated with holly, mistletoe and pine . . . Guests were invited to serve themselves to a delicious barbecue luncheon . . . The center of attraction was the table complete with candles, a miniature Christmas tree and two home-baked cakes (made by *Mrs. Marjorie Lynch*, former secretary to Mr. Burton) . . . In one corner of the room was the tree . . . Presents were stacked underneath . . . The opening of the gifts was the climax of the party.

MEANWHILE, *J. I. Lynch* was busy snapping pictures of the festivities . . . We think he did a fine job as evidenced by the accompanying snapshots . . . *R. S. Thomas*, maintenance supervisor in Guilford County, played Santa Claus . . . Everyone enjoyed watching the various presents being delivered and unwrapped . . . *Mr. Burton* hit the jackpot . . . His highway associates gave him a nylon golf bag, a certificate for a Dobbs hat and a cardigan sweater . . . The ladies were pleasantly surprised with numerous gifts.

OUR ROADWAYS' correspondent in the third district, *W. W. White*, says, "There's something about a party of this sort that makes us live up to our reputation of '*one big, happy family*'."



HUGH REGISTER. . . CARL WEBSTER



DIVISION-WIDE MEETING IN THE FIFTH

HERE'S ONE of the best bird pictures we've seen in a long time . . . District three correspondent *J. B. Taylor* submits the accompanying picture of *Carl Webster* and *Hugh Register* . . . It seems that *Carl* (on the right in picture) who works on the engineering construction party at Graham has been taking a "ribbing" from members of the party for the past couple of years . . . *Carl* would usually return from a hunting expedition empty-handed . . . Recently, *Carl* with two other hunters went on a three-day hunt in Johnston County . . . This picture should silence any future kidding about their hunting prowess . . . *Hugh Register* is the man on the left . . . The third member of the party made the picture.

ALAMANCE COUNTY Prison Camp was host to a division-wide meeting and barbecue last fall . . . State equipment engineer *B. W. Davis*, district engineer *J. H. Proctor*, equipment superintendent *D. B. Thomas*, division engineer *T. A. Burton*, Governor *W. Kerr Scott*, district two engineer *L. H. Gunter*, Commissioner *J. A. Barnwell*, and assistant division engineer *J. W. Jenkins* were seated on the speakers' rostrum.

THREE MEN in the third district are back on the job after serious illnesses . . . *William D. Collie*, section foreman in Caswell, is at work after a two-months long sickness . . . *Andrew C. Sumner*, pan operator, and *Oran H. Dodson*, section foreman, have recovered and returned to their jobs.

We HEAR that *Lindbergh Vestal*, former bulldozer operator in Alamance County, is now operating a bulldozer for Uncle Sam's Army in France.

"HOSPITAL ZONE, SLOW TO 15 MPH" . . . *Willie Parrish*, motor grader operator in Alamance County, is recovering nicely from a recent appendectomy . . . *Mrs. Jean Bowman*, wife of *Jack L. Bowman*, engineering aide I, also had a recent stay in the hospital.

WE EXTEND our sympathy to *Jesse O. Bland*, pan operator in Alamance County and to *Garland* and *Howard Wall* of the second district in the recent deaths of their fathers.

MAINTENANCE SUPERVISOR *J. B. Taylor* reports that the annual Christmas party of the construction and maintenance departments was a big success . . . Refreshments were served and gifts were exchanged . . . *Mr. Taylor* says, "*Mrs. Morton* shore does make a good coconut cake!"

NEWS from district one . . . *W. S. Sizer*, resident engineer in the Durham office, has finally moved his residence from High Point to Durham . . . *C. C. Painter*, resident engineer in Roxboro, just moved from Roxboro to Graham.

AT LONG LAST . . . *J. L. (Jimmie) Davis*, gang foreman, was married recently . . . After 51 years *Jimmy* got tired of being a bachelor.

WE BELIEVE the oldest man employed by the Commission works in Durham County with the bridge maintenance department as foreman . . . *J. J. Taylor* is 82 years young . . . Can any other division top this record?

JUST BACK from Florida . . . *Roy Beard*, Granville County maintenance supervisor, spent two enjoyable weeks there.

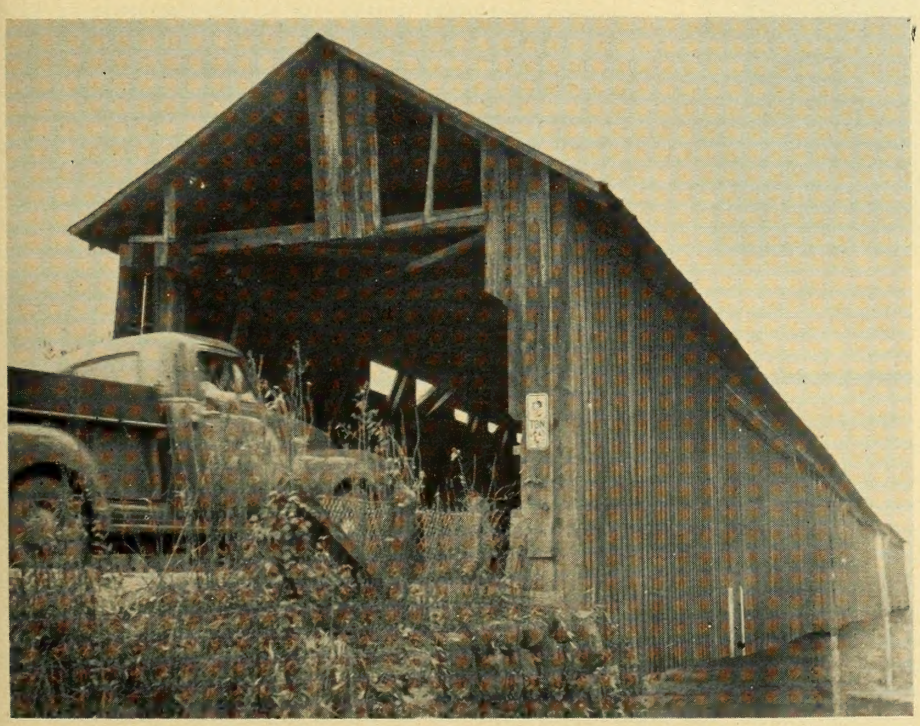
GILES CRUTCHER, floating gang foreman in Granville County, says *P. L. Welch*, resident engineer in Greensboro, hasn't got anything on him as he is the Mayor of Stovall.

FELLOW-WORKERS of *Kyle Jones*, maintenance supervisor in Person County, are disappointed . . . *Kyle* has fallen down on shooting wild turkeys this year . . . To date he has gotten only one.

USEFUL INVENTION . . . *Finn Vaughan*, floating gang foreman in Person County, has invented a sand spreader for icy roads.

SETTLE'S BRIDGE, last covered bridge on Dan River in Rockingham County, was dismantled in January, 1952, being replaced by a new concrete bridge over Dan River approximately 800 feet upstream from the location of the old bridge. The structure was the largest existing covered bridge on North Carolina's road system.

THE NEW bridge will cost approximately $84,320.00. The contractor is Harvey H. Stewart of Charlotte, N. C. In



HISTORIC LANDMARK . . . SETTLE'S BRIDGE

HIGHWA

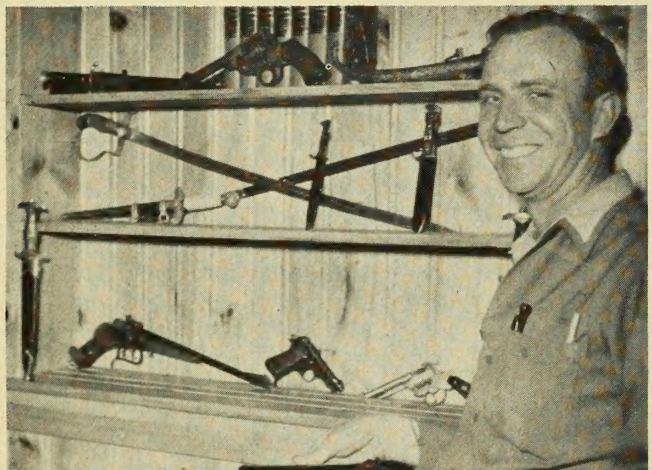


FRED HETTINGER, construction engineer in the Four Division, annually displays his $1,000 collection of electr trains under his Christmas tree.

When Christmas rolls 'round, it's open house, especial for children, at the Hettingers' home in Wilson. Once t tree is up and the trains start running, friends are welcor to drop in and watch Fred operate the train. Margar his wife, says it's almost impossible to budge Fred fro home while the tree is up and the train is out.

Usually it takes Fred and Margaret about two weeks decorate the tree and arrange the miniature tracks, trai and village. It's a regular little town complete with stor and houses that light up. Fred has two sets of engines- one for his passenger train and the other for his freig cars. He even has a milk car but right now he's mo interested in the cattle car which automatically loads a unloads cattle.

However, neighbors say the tree alone is worth a vis to the Hettingers'. Last year it was 10 feet tall and twinkl with 120 blue lights!



C. POLK KINCAID, construction inspector in the Eigh Division, has an unusual hobby. He collects foreign-ma weapons.

Inadvertently, he started collecting weapons during Wor War II when he was a corporal with the 690th Field A tillery in Europe. During his 5½ years military service, Po spent 19 months in Europe.

He's holding a French pistol made in 1882; it's uniqu because it is loaded through the muzzle. Polk picked u several guns from the guards' cells when his division li erated the inmates from the concentration camp at Nor hausen, Germany. However, most of his guns came fro Leipzig, Germany. At the top of his display is an Englis field pistol (a design still in use by the British Army On the left is a French .22 target pistol. Some of his gu were even retrieved from abandoned German foxhole However, most of his guns came from Leipzig.

He is especially proud of the hand-carved Egyptian dagg that a German gave him. The crossed sabres and dagge came from Aachen, Germany. His German shotguns a not shown because Polk had lent them to friends for t hunting season.

Polk Kincaid has been employed by the Commissio for five years. He lives in a small home in Lenoir tha he and his wife built themselves.

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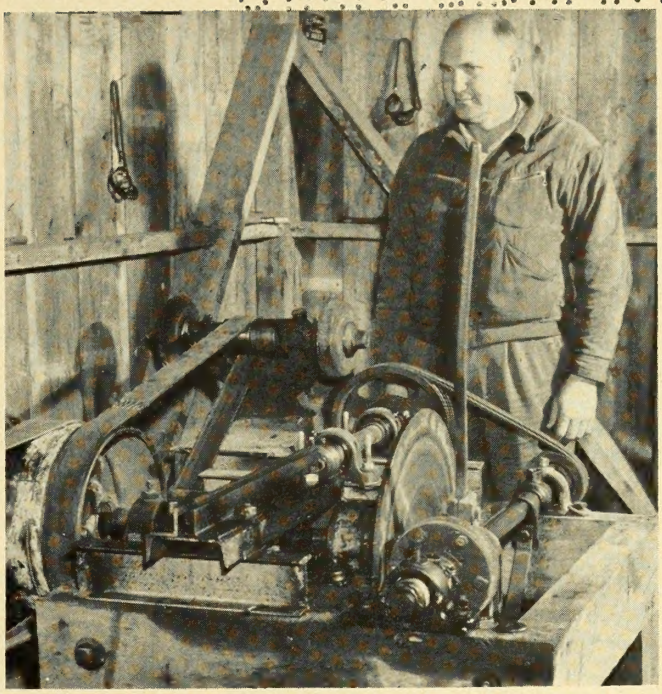
charge of the project are Division Engineer *T. A. Burton* and Resident Engineer *R. L. Hickerson. R. R. King* is the inspector.

SETTLE'S BRIDGE has a very historical and sentimental value. Detailed information pertainng to its history was given by P. H. Scales to *Mr. W. W. White*, District Three engineer of the Fifth Division. Mr. Scales who is 84 years old is the Magistrate and Notary Public in Madison. He is a direct descendant of Joseph Scales, the original settler.

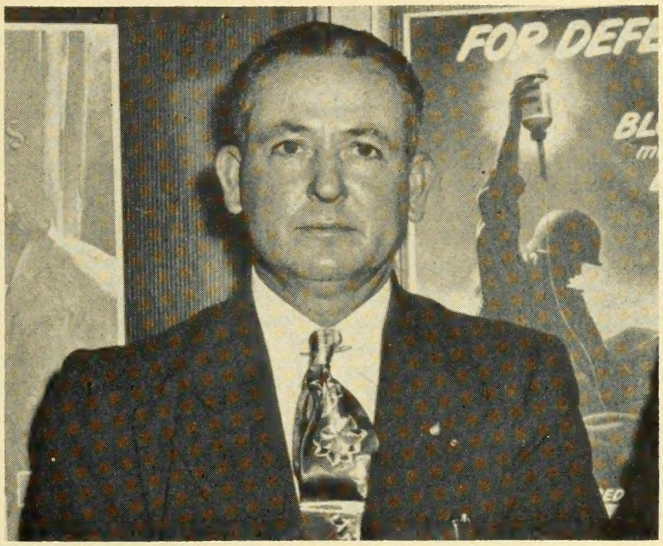
IN 1761 Joseph Scales moved in from Virginia and purchased property from the intersection of Smith and Dan Rivers north towards Madison. A year or so later he purchased two additional tracts of land—one in the vicinity of Beaver Island Creek containing 1,500 acres and the other near Cascade Creek containing 1,075 acres. Joseph Scales in his will divided the property between his two sons. The upper tract, known as Mulberry Island, went to Nathaniel Scales. The lower tract where the covered bridge stood went to Alfred Moore Scales. Alfred later sold his property to Judge Settle who was not popular with the local citizens because of his appointment by the Republican faction who were in power at the end of the Civil War. However, the Judge was later elected a senator and his daughter married the state's first democratic governor, David S. Reid.

THERE WAS a bridge located 75 to 100 feet downstream from the present bridge. The story goes that before the washout destroyed the bridge in 1865,

PEOPLE



H. LAUGHTER, Henderson County bridge maintenance ıan, supervised the construction of a bolt threading ine. The shop boys are proud of their invention.
king advantage of rainy days to work inside, they started a friction clutch from a junked saw mill. Other salvaged plus pulleys, belts and bearings were used to build the ine. Its total cost? Only $50!
unted on a sturdy wooden table, the bolt threader is red by a one-cylinder Leroi engine salvaged from a rded water pump. Equipped with adjustable dies, a ng wheel for cleaning rust and a grinding wheel for nating flaws, the invention threads or rethreads five as compared to one on the old hand operated die. It cuts the cost by two-thirds.
. Laughter began work with the bridge department in Seven years later he was promoted to his present job reman. He is married to the former Madge Jones. They in Hendersonville and have three children: Johnnie, a June and Sammy.



NEAL PORTER, gang foreman with the sign depart- in Shelby, has distinguished himself for good citizenship luntarily donating a gallon and a pint of his own blood ve the lives of others. This means that he has given nine of blood—an average of a pint every four months—over ast three years.
main reason for donating blood is that "the boys over- are spilling blood and it is only right that we spill some rs." Mr. Porter declares that "my regular blood donations he most painless contribution I have ever made. It has ed me a deep sense of helpfulness."
is a member in good standing of the "Gallon Club" of land County. Membership requires the donation of one n (eight pints) of blood. Mr. Porter has given *one n and one pint!* He plans to keep donating as long as is a need for it.
August, 1942, Mr. Porter began work with the Highway nission in the sign department. He is married to the r Gertrude Champion. They live in Shelby and have five ren: Lucielle, Evelina, Pfc. Charles R., Gene and Norman. that his oldest son, Pfc. Charles R. Porter, is serving with rmy in Germany, he feels a special urgency to do his share toward the Nation's welfare.
ADWAYS salutes Good Citizen Porter—a man who is making l contribution to our boys overseas!
(Photo courtesy *Cleveland Times*).

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ndles were lighted on the bridge. The ople stood on the bank that night and tched their bridge float away. The fol- wing ten years a ferry was operated this location. The ferry barge was built d operated on a franchise from the unty by Thomas O'Shanter Roberson. addition to being a master builder, r. Roberson was an expert carpenter and binet maker.
IN 1875 the County Commissioners of ockingham County contracted William avers of Petersburg, Virginia, to build a new bridge. The original stone piers were spanned with an open bridge which lasted almost 15 years. The timbers failed after exposure to weather conditions. After selling the County Commissioners on the idea of covering the timbers for protection, the same Mr. Travers rebuilt on the old stone pilings the present covered structure which was first used as a toll bridge. Completed in 1891, Settle's Bridge was in continuous service till its recent dismantling. (The accompanying picture was made by Sebastian Sommer.)

DIVISION SIX

EDWARD C. DARDEN
Division Correspondent

TWIN CALVES were born recently at Prison Camp 608 in Randolph County . . . The mother cow is a Guernsey . . . The father is a prize-winning show Guernsey belonging to Dr. R. P. Sykes of Asheboro . . . That's the farm foreman of the camp, *Ike Hilliard.*

WE WISH success to *W. M. (Bill) Dye*, superintendent of Rock Quarries, who recently purchased a small farm on US 64, five miles east of Asheboro . . . His lifelong dream to go in the chicken business (raising broilers) in his spare time has come true.

THE SIXTH was saddened by the death of two veteran employees . . . *John D. Covington*, section foreman of Lumber Bridge, died in January from a heart attack . . . *Mr. Covington* had been the steward of the Lumberton Prison Camp from 1931 to 1942 . . . Since then he had been employed with the maintenance department . . . *W. C. Vestal*, inspector with the construction department since 1935, was struck and killed by a truck recently . . . Our sympathy to his wife and two small children who live in Franklinville.

QUIET, Hospital Zone . . . *Roy Jester*, gang foreman in Randolph County, has been in the Asheboro Hospital for several weeks . . . Glad to know he is now rapidly improving . . . He expects to be out and on the job soon . . . *Edgar Marsh* of Ulah had a narrow escape from serious injury when hit by a tractor-trailer as he stepped out of a State truck laying gravel on the new highway 64-49 intersection . . . *Mr. Marsh* suffered a broken wrist and small cuts.

CHIP OFF the old block . . . New Year's Day a son, *William Ernest*, was born to *Mr. and Mrs. Thomas S. Craven* . . . *Papa Craven* recently bought a new home in Asheboro for his family . . . In December a son, *James W., Jr.*, was born to *Mr. and Mrs. James W. Melvin* . . . "*Jimmy*," as he is known to his district one highway associates, is a gang foreman from Red Springs . . . *Jimmy* declares, "Christmas 1951 was the happiest one I've ever spent" . . . His supervisor, *L. M. Powell*, saw him shopping for a bicycle on Christmas Eve.

THE STATE Highway Employees' Association had two meetings recently . . . The Scotland County Chapter had a fine get-together at Laurinburg . . . The Lee County Chapter at Sanford sponsored a Ladies Night . . . More than 100 highway folks were present . . . *Jimmy Stewart* presided . . . *P. P. Scott* made a talk.



TWIN CALVES . . . RANDOLPH CAMP

DIVISION SEVEN

CHARLES R. SMITH
Division Correspondent

RESIDENTS of the Saint Peter's Church Community really appreciate the fine work done on their bond road by the Highway forces . . . A picnic dinner was served to twenty employees at D. N. Kluttz's home in December . . . The ladies of the community served a delicious dinner to the same employees in the Church Community Building in January . . . To these generous people we say, "Thank you."

THE CHRISTMAS season started off with a bang in Stanly County . . . Friday before the holidays all the highway employees brought their families with them and gathered at the Armory in Albemarle . . . They quickly polished off the tasty chicken stew . . . Afterwards, bags of fruit, nuts and candy were passed out to the children.

ONE of the most enjoyable meetings of the State Highway Employees Association was held during the Christmas holidays . . . A barbecue supper with all the trimmings was served in the Community Building in Mt. Pleasant . . . Following the supper, *Crawford Graham* and *Glenn Shinn* called the figures for square dancing . . . Music was furnished by the Easley band of Roberta Mill . . . Invited guests included Sheriff E. M. Logan of Concord, *Mr. and Mrs. Ralph Alderman*, *Mr. and Mrs. B. J. Wilson* and daughter, *Mr. and Mrs. Bowman Barrier*, *Mr. T. F. Shinn*, and *Mr. John McDaniel* . . . There were 125 on hand for the festivities . . . It was a splendid meeting!

H. N. SHAW of Kannapolis was recently placed on the permanent payroll as a truck driver.

GENE BARBEE resigned recently to join Uncle Sam's Army.

THE SEVENTH extends sympathy to *Rufus Knox* in the recent death of his father . . . To *Sam Stillwell* in the death of his mother.

THE MANY friends of *C. A. Cruse* will be sorry to learn of his death in December . . . He had been employed by the prison and maintenance departments for the last 15 years in Cabarrus County.

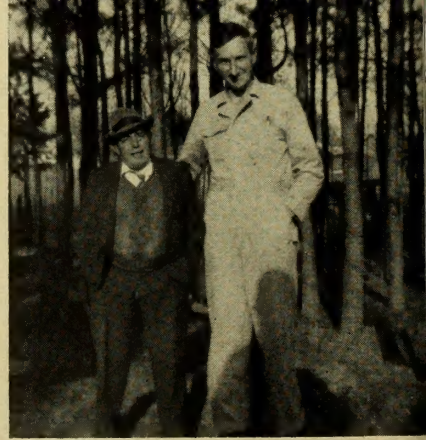
TAKE A LOOK at this group of attractive girls who work in the division office at Albemarle . . . From left to right on the front row: *Dura Sikes* and *Bessie Lee Bradley* . . . On the back row: *Doris Burleson*, *Syrella Pickler* and *Rayemell Russell*.

THE MOTHER of *Dura Sikes* gave Biblical names beginning with "D" to her children . . . There's Drusilla, Dorot Darius and Degeorgia who in turn ch the letter "J" for her children—John Jimmy, and the twins (Judy a Jerry).

VACATIONS . . . *Chester Misenhein* of Cabarrus County recently return from an extended trip through the Sou ern states . . . He stopped off at Clewist Florida, for the marriage of his daught Jacquelin, to Kie Hathcock of that city . *R. L. Brown*, road maintenance sup visor of Mecklenburg County, and his w spent the Christmas holidays in F Devens, Massachusetts . . . They w visiting their son, Lt. Col. R. L. Bro Jr. and his family . . . We're still hear about the cold weather up there . *John W. Jones* and his family visited mother in West Palm Beach, Florida . They really enjoyed the sunshine . *Tom Staton* spent his two-week vacati catching up on all the chores at home . *A. M. Buchanan* and family journeyed a week's visit to Smithfield and New Be . . . His highway friends claim he spe most of the time eating up all the fo his relatives would give him . . . *H. Shelton* spent his Yuletide vacation Florida . . . We don't know where *Dixon* went on his time off . . . He w "just on vacation."

LITTLE FUTURE Highway employe were born to *Mr. and Mrs. Fred Black*, a boy . . . To *Mr. and Mrs. F. Parker*, a boy . . . To *Mr. and Mrs. Thom V. Burch*, a boy . . . To *Mr. and Mrs. B C. Hagler*, a girl . . . To *Mr. and M Henry W. Godfrey*, a boy . . . To *Mr. a Mrs. J. M. Kistler*, a boy . . . To *Mr. a Mrs. H. H. Stewart*, a boy . . . To *Mr. a Mrs. J. W. Kistler*, a boy . . . And to *M and Mrs. J. N. Hudson* of Cabarr County, a girl.

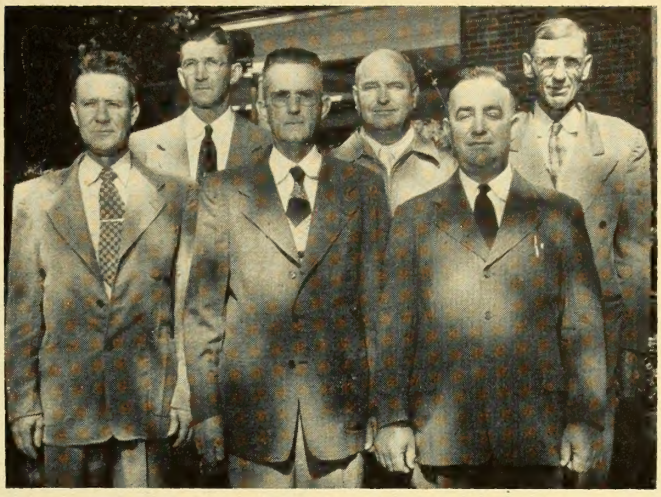
STORK SHOWERS have been the r rather than the exception among the ma tenance employees of Stanley County . Proud parents include: *Mr. and Mrs. C. Cranford*, a daughter . . . *Mr. and M L. L. Ingold*, a son . . . *Mr. and Mrs. J. Weaver*, a daughter . . . *Mr. and M*



J. C. GWIN . . . LLOYD SAFRIT



GIRLS IN SEVENTH DIVISION OFFICE



DISTRICT TWO . . . MAINTENANCE

Billy Crump, a daughter . . . *Mr. and Mrs. J. L. Hatley*, a daughter . . . And *Mr. and Mrs. C. V. Curlee*, a son.

MR. AND MRS. R. B. FORREST of Woodleaf announce the birth of a new baby daughter, Linda Kay . . . *Mr. Forrest* is employed by the sign department.

TO EACH SET of proud parents, ROADWAYS' says, "Congratulations."

SIGNS OF THE TIMES . . . Several Highway employees have already taken the "Fishing Pox" . . . *J. P. Thomas* has killed many quail since the season opened . . . *Roy H. Garrison* went deer hunting in Eastern Carolina . . . He shot one buck . . . *Marvin Jones* reports good luck in his rabbit hunting.

THE FINE GROUP of men in the accompanying picture are district two engineering and supervisory personnel in maintenance . . . Front row left to right are: *Edd Lewis*, District engineer *G. E. Rike*, and, *Edd Finison* . . . On the back row are *E. L. Setzer*, *L. A. Cooke* and *Chester Misenheimer*.

THE SICK LIST for the Seventh includes two Stanly County employees . . . *W. H. Winfield* and *C. A. Mabry* . . . We hear that they are gradually improving and should be back at work soon . . . We hope *R. L. Rush* who was sick for over a month is well by now.

WELCOMES were in order when two district one employees—*J. H. Markham* and *H. N. McWhirter*—returned to their jobs after being out sick.

THE LONG AND SHORT of it all . . . Each county probably has its "long and short" combination . . . Rowan County submits its twosome . . . *J. C. Gwin* of the construction department is on the "short" end . . . *Lloyd Safrit* of the equipment department is on the "long" end . . . This picture was made on Christmas day right after a big turkey dinner which explains their satisfied expressions . . . They do have one thing in common—their long service with the Commission.

DIVISION EIGHT

JAMES H. COUNCILL
Division Correspondent

THE BRIGHT-EYED young lady in the accompanying picture is Martha Ann Kilby . . . She posed with her mother, *Mrs. Ruby Kilby*, who has been the secretary in the division office for the past four years . . . Martha is five months old . . . *Ruby* is married to Conad Kilby who is employed by the Tuxedo Feed Company . . . *The Kilby's* live in North Wilkesboro.

THREE NEW CITIZENS have been born in the Eighth recently . . . *Mr. and Mrs. James C. Johnson* announce the birth of a daughter, *Joyce Ann*, on January 7 . . . *Mr. and Mrs. Earl C. Stikes* have twins, *Madilene and Marlene*, born January 28.

OUR SYMPATHY to road oil supervisor *Walter Pugh* in the recent death of his mother.

GET WELL WISHES to *Rex L. Holder*, sign department employee . . . He underwent an operation recently.

HERE ARE THREE group pictures of some of the highway folks in the Eighth . . . District one employees in Winston-Salem obligingly lined up . . . On the first row from left to right: *R. B. Fitzgerald* (district engineer), *J. G. Clifton* (who has resigned and been replaced by *A. B. O'Mohundro*), *J. W. Roberson* (Forsyth County prison camp superintendent), and *V. C. Freeman* (mechanic foreman) . . . On the second row from left to right: *P. S. Troxler* (road maintenance supervisor), *E. M. Neal* (road oil foreman), *L. E. Vaughn* (county foreman), *Clyde Orr* (landscape department), and *J. I. ("Uncle Jimmy") Morris* (road maintenance supervisor).



RUBY AND MARTHA ANN KILBY

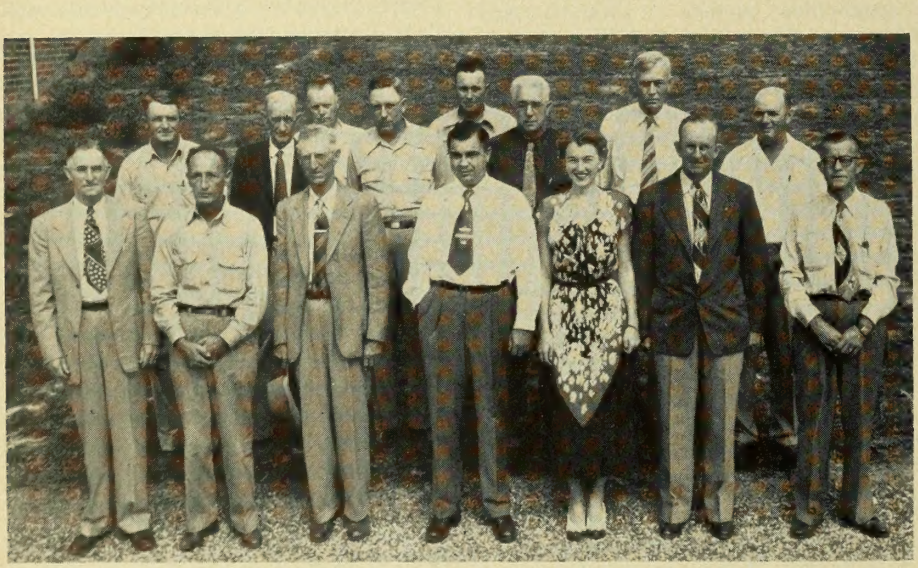
THE DISTRICT two employees include on the front row from left to right: *O. D. Bentley* (Wilkes County gang foreman), *J. T. Blackwood* (district mechanic), *A. J. Reeves* (Alleghany County gang foreman), *H. E. Koontz* (road maintenance supervisor), *Mrs. Martha Hayworth* (district office secretary), *James B. Atwell* (road maintenance supervisor), and *A. B. O'Mohundro* (resident engineer) . . . On the second row: *J. J. Miller* (Surry County gang foreman), *R. F. Bauguss* (Wilkes County supervisory foreman), *R. E. Richardson* (Alleghany County supervisory foreman), and *G. C. Phillips* (Yadkin County gang foreman) . . . On the third row: *Simon S. Shermer* (office assistant) and *S. C. Holder* (Surry County supervisory foreman).

THE THIRD PICTURE shows the division personnel at N. Wilkesboro . . . On the first row from left to right: *Z. V. Stewart* (division engineer), *J. E. Doughton* (resident engineer), *C. G. Ashby* (office engineer), *R. F. Hunter* (equipment superintendent), *Cora Lee Andrews* (secretary), *H. M. Bivens* (Seventh and Eighth Divisions bridge maintenance and construction superintendent), *J. E. Zimmerman* (automotive parts supervisor) and *Guy Lillard* (chief locating engineer) . . . On the second row from left to right: *Bon S. Perkins* (materials inspector), *O. K. Stevens* (sign supervisor), *J. H.*

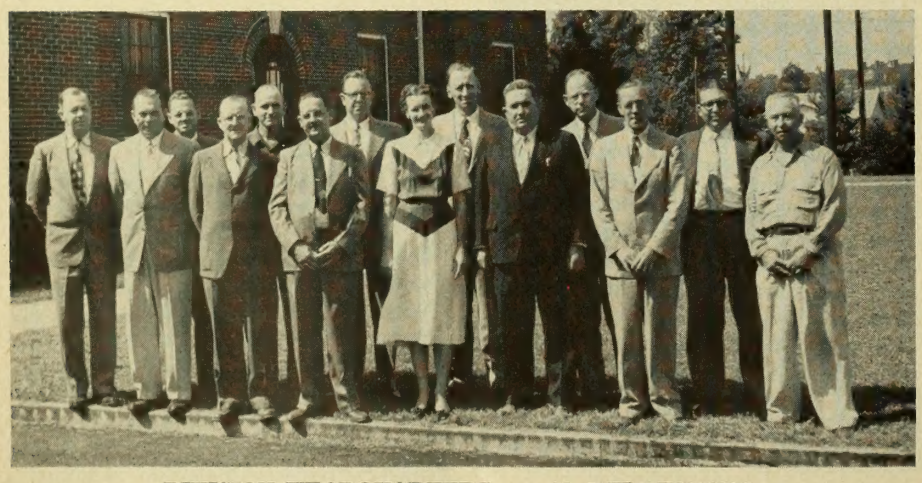
TAR WHEELS IN EIGHTH DIVISION



DISTRICT ONE . . . WINSTON-SALEM



DISTRICT TWO . . . ELKIN



DIVISION HEADQUARTERS . . . N. WILKESBORO

Councill (assistant division engineer and *C. O. Benfield* (division prison superintendent).

DISTRICT TWO news . . . *Grover Shermer*, Yadkin County Foreman, who has been ill for the past several weeks is reported to be improving and we're hoping it will not be too much longer before he'll be back with us.

WE ARE very happy to have the *H. L. Koontz's* with us . . . *Mr. Koontz* is Road Maintenance Supervisor and was transferred from Winston-Salem, District 1, to Elkin, District 2, April, 1951 . . . They have one son, Donald, who is a sophomore in Elkin High School.

FAMILY NEWS. . . Polly Bivins, daughter of District Engineer *J. E. Bivins*, who was valedictorian of her senior class of Elkin High School last year, is now a freshman at Woman's College, Greensboro, N. C. . . She is continuing her good scholastic standard . . . Polly is also very artistic.

BILLY SUE VESTAL, daughter of *T. H. (Hookey) Vestal*, of the District Shop, is confined to her home with rheumatic fever.

CONGRATULATIONS to the following new parents: *Mr. and Mrs. F. A. Miller* (Wilkes County) and *Mr. and Mrs. J. W. Hayden* (Surry County).

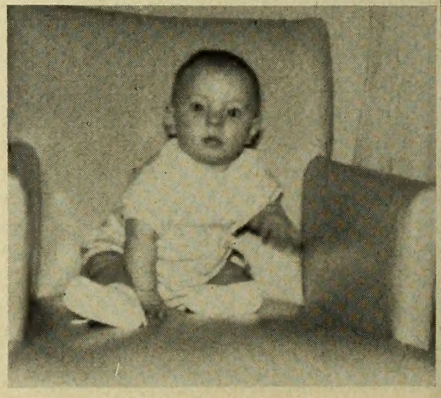
DIVISION NINE

JEAN CLINE
Division Correspondent

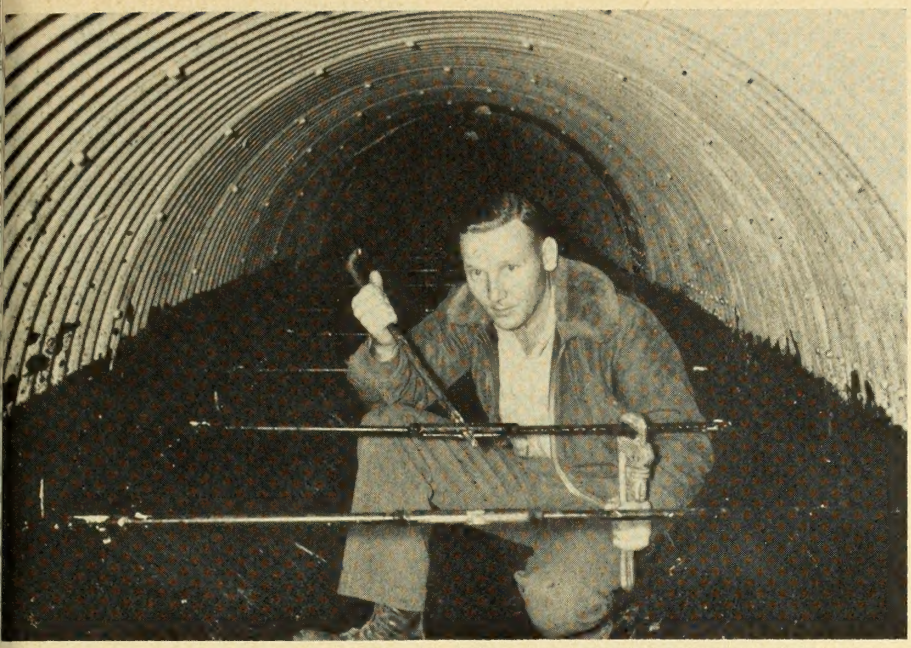
WORK is progressing nicely on the truck weighing station which is being built in Iredell County . . . It should be in operation soon.

THE WIDE-EYED young gentleman below is *John Franklin Blanton*, son of *Mr. and Mrs. John Frank Blanton* of Shelby . . . Johnnie, now six months, is their only child to date . . . His daddy is a foreman in Cleveland County.

THE HIGHWAY Employees' Association has held two meetings recently in the Ninth . . . The Iredell County Unit had a big barbecue in February . . . Secretary



JOHNNY BLANTON



L. C. DUNCAN INSPECTS PIPE ON THE OLD FORT-RIDGECREST JOB

tis Banks and other notables were guests
: the get-together . . . Another barbecue
as held at the division shop in Albe-
arle . . . Mr. Banks was the speaker.

SEVERAL fine parties ushered in the
hristmas holidays . . . The division office
ave a party which was a big success,
anks to *Betty Peeler* and *Marion Davis*,
ho "engineered" the affair . . . Over in
e division shop 99 highway folks joined
the fun . . . A barbecue supper was
erved . . . Honored guests were the
milies of the division shop employees.

THE CONSTRUCTION party at Marion
elcomes a new employee . . . He's
obert Hines Bowman, Engineering aide.

GLAD to know that *L. G. Albea*, di-
ision shop mechanic, has returned to
ork after being out sick for sometime
. . Mrs. M. L. Hughes who was in the
ospital was able to go home recently . . .
Mr. Hughes is a mechanic at the division shop.

WE EXPRESS sympathy to *A. L. Hardin, Jr.*, in the death of his father . . . To *Tom Moore*, gang foreman in Cleveland County, in the death of his brother . . . To *Carl Miller*, Cleveland County foreman, in the death of his father-in-law.

THE NINTH was saddened by the death of John C. Ford of Taylorsville . . . He had retired last July after twenty years with the prison and maintenance departments.

FOUR MEN in the Ninth Division have answered the call to colors . . . *J. C. Wilson*, Iredell County truck driver; District one maintenance employees *B. M. Houser* and *M. B. Harmon* of Gaston and *Steve Brendle* of Lincoln County resigned to go in the Army.

ANCHORS AWAY! . . . *Ken Goforth* of the construction department received his call to report to Bainbridge, Md., for active duty . . . *Ken* is a member of the Naval Reserve.

NUPTIAL NEWS . . . *H. M. Moses* of district two was married to Miss Geraldine Price of Catawba County in December . . . *Stan Sherman* of the construction department plans to marry Miss Ruth Hamrick in the spring . . . *Harold Thompson* of Marion has plans for an Easter wedding.

THE PICTURE below was made at the cake cutting given for Miss Lois Garver and *J. P. Wortman* . . . They were married in December at the St. Paul Baptist Church in Belwood . . . *J. P.* is in the construction party stationed at Shelby.

STORK STATISTICS . . . Resident engineer *J. E. Terrell* has a new ganddaughter . . . *Mr. and Mrs. L. L. Price* of Taylorsville have a new baby boy . . . *Mr. and Mrs. R. L. Combs* of Statesville also have a new baby boy . . . *Mr. and Mrs. Mallard Parker* announce the birth of a daughter . . . *Mr. Parker* is a guard with the prison department.

MR. AND MRS. *F. S. Yount* spent two weeks vacation in Tampa, Florida with their son, Rev. R. A. Yount . . . The senior Yount is bridge superintendent for the Ninth and Tenth Divisions.

R. E. CURRENT of the construction party at Statesville made a flying trip to Atlanta, Georgia recently to visit his son at Georgia Military Academy.

L. C. DUNCAN spent his Christmas vacation visiting friends and relatives in Charleston, S. C.

DISTRICT engineer *H. H. Weaver* was mighty glad to have his daughter, Gloria, spend a few days at home between semesters at the Woman's College . . . She's a freshman.

HUNTING AND FISHING . . . Maintenance supervisor *H. B. Shearer* recently went "way down East" to his old home on a bird hunt . . . *J. L. McClure*, senior inspector in Rutherfordton, spent a week fishing in Florida . . . Claims he caught two thirty pounders . . . However, he brought back neither the fish nor pictures to prove it.

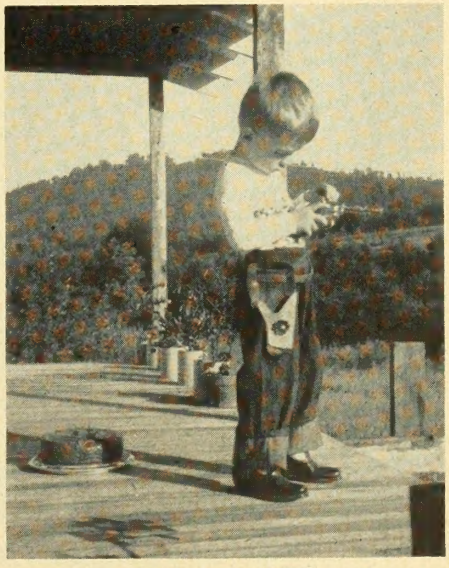
THE YOUNG Roy Rogers examining his gun is little *Dale Jolley* . . . He is the son of *Mr. and Mrs. Jack L. Jolley* of Columbus . . . *Jack* is an inspector with the construction department in Rutherfordton . . . It must have been Dale's birthday as there's a chocolate cake with candles on the porch.

H. D. SMITH was called to Greenwood, S. C., to attend the funeral of E. H. Hines, a well-known contractor.

ROADWAYS salutes the blood donors of the Ninth . . . The following maintenance employees in Cleveland County gave a pint of blood each: *Bobby Dean White*, *Claude Lucas*, *Clarence Parker* and *John Beck* . . . *Cline Owen Lee*, steward in the



NEWLY-WEDS . . . J. P. WORTMANS



DALE JOLLEY

prison department, and *Robert E. Laidlaw* of the equipment department also gave . . . Recognition should be given to *Allen Gray* and *Stan Sherman* of the construction department and *Marion Davis*, stenographer in the district office, for donating when the Red Cross Bloodmobile was in town.

INSPECTOR *L. C. Duncan* was photographed as he was adjusting tie rods in one of the shop strutted 48-inch pipes used on the Old Fort-Ridgecrest job . . . These rods must be watched closely and the tension relieved gradually while the fill is being placed over the pipe.

DIVISION TEN

DAN TURNER
Division Correspondent

CLAY county forces are doing a face lifting job on the Tusquite Road . . . Bad weather and mud had their delaying effect . . . But as *George Thompson* says, "The word 'progress' fits in even at that."

THREE meetings of the Highway Employees Association were held recently in the Tenth Division . . . A delicious steak dinner (dutch) was enjoyed by the members at Tingle's Cafe in Asheville . . . At the unit two meeting Otis Banks was the principal speaker . . . Very successful meeting . . . A similar get-together was held at the Mt. Lake Lodge in Bryson City . . . There were 55 present from Cherokee, Swain, Jackson, Graham and Clay counties . . . Division Engineer *Corkill* and his assistant *Jim Knight* were on hand as were many other officials . . . After a wonderful dinner of turkey, country ham, gravy and the trimmings, a general discussion followed . . . District engineer *E. L. Curtis* was the host.

SIGNS of spring . . . Young truck driver on a cold Monday morning in February whistling "Give me more, more of your kisses."

THE TENTH was saddened by the death of *Lawrence Myers* . . . He was 63 years old and had been employed with the Commission for several years as a blacksmith.

SYMPATHY is extended to the family of *Charlie Stephens*, truck-driver, who died recently.

G. G. PAGE and family visited several cities in Florida during the Christmas holidays . . . They were especially thrilled by seeing the Gator Bowl Game in Jacksonville on New Year's Day . . . *Mr. Page* is construction engineer in Asheville.

SPEEDY recoveries to those who have been sick . . . *J. C. Northcott*, road oil inspector, has returned to his home after undergoing major surgery at Memorial Mission Hospital . . . *Elmer Head*, gang foreman in Haywood County, had a serious head injury in October while constructing a mud road . . . *John Smart*, motor grader operator, has returned to work after being out sick several days . . . Gang foreman *Woody Baxter* continues on the sick list . . . Payloader operator *Charlie Jones* is back on the job after a brief illness.

THE STORK visited the home of *Mr. and Mrs. John M. Henderson* . . . They have a new daughter, Brenda Gail . . . *John* is a member of the Hendersonville crew.

DISTRICT three correspondent *Hubert Guy Hill* submits this choice remark . . . He claims it actually happened in Cherokee . . . Three year-old watching her daddy, a gang foreman, chopping wood at home after a day's work observed:

"Daddy, you aren't supposed to do that."

Father, "Well, who is?"

Three year-old: "Mommie."

HEADQUARTERS

SOMETHING NEW has been added . . . The instant coffee machine in the lobby of the highway building . . . Very simple operation—just set gadget for "black," "cream," "sugar" or "cream and sugar," insert dime and watch through glass slot as paper cup flips down and is quickly filled with hot coffee . . . Mighty convenient on rainy mornings when folks need an "eye-opener" but don't want to go across the street to one of the local cafes.

NEW QUARTERS . . . Traffic engineer *Robert Burch* has moved his family into a nice new home on Mayfair Avenue in Raleigh . . . *Marge Williams* of the accounting department just got settled in an apartment with three other working gals.

THE STATE HIGHWAY Engineer's office has set a record . . . Not one but three new grandchildren have been born recently . . . *Bill Rogers* has a new grandson, Walter Edmund Titchener, who was born December 11 to Mr. and Mrs. J. D. Titchener of Wilson . . . *Louis Payne's* secretary, *Mrs. Avis Knight*, acquired a new granddaughter, Carol Annette Knight . . . Carol arrived January 13 and is the third child born to Mr. and Mrs. Donald L. Knight . . . Then *Mrs. Virginia Hassinger* became a grandmother for the second time when a boy, Charles Robert Hassinger, was born to Mr. and Mrs. S. H. Hassinger, Jr., on January 22.

OTHER JUNIOR ADDITIONS . . . *John W. Collier*, bridge department, has a new son . . . *Robert King*, assistant purchasing agent, and his wife, Louise, are beaming these days since the birth of their second daughter recently . . . *A. L. Barnett*, bridge department, is the proud father of another boy . . . That



EARL TYNDALL AND FAMILY

brings his total offspring to two boys an one girl.

RESEARCH ANALYST *Earl Tynda* poses with his family . . . *Earl* and hi wife, Miriam, never know a dull momen trying to keep up with their three son . . . The youngest, Don Alton and Davi Bryant, are fraternal twins and onl six months old . . . Earl Holland, II ("Rocky") is 27 months old . . . *Earl, S* is still amazed by his three boys . . . "I anybody had told me three years ago tha I'd have three sons at this time, I'd hav told them they're crazy."

NEW FACES . . . In statistics, *Mrs Sarah B. Carter* and *Marvin W. Cate* have accepted employment . . . Over i the equipment department, *Mrs. Bernic Mann* has started to work . . . Three men *John Collier*, *John Hines* and *Forres Pearce*, are new in the hydrographic de partment.

THE HIGHWAY Research Board met i January in Washington, D. C., for it 31st annual meeting . . . North Carolin was represented by *Jim Burch*, *Frank H Brant*, *Jack Hicks*, *B. W. Davis*, *C. E Proudley*, *Duke Morgan*, *Bob Burch "Tarvia" Jones*, *W. S. Winslow*, and *T. B Gunter, Jr.* . . . . *Clyde Carmichael* at tended the Asphalt Paving Technologist meeting in Cincinnati recently.

WINTER WEDDINGS . . . *John R Denton* of the prison department wa married to Mrs. Mary Rand on January 18 . . . *Jimmy Maddrey* of statistics wa married to Hazel Ree McAulay of Sanford in the First Presbyterian Church i Raleigh.

ALTAR-BOUND . . . *Grace Pollock* secretary in the materials lab, is engaged to Pfc. Bennie Bohanan of Tampa Florida . . . Bennie's a paratrooper sta tioned at Fort Bragg . . . *Murray Howel* of the bridge department plans to marry Kate McKimmon of Raleigh on April 19

HONORS . . . Soils Engineer *Jack Hicks* was elected president of the Engineering



MARY WILKINSON AND BONNIE WALL

lumni Association of Duke recently . . . *eorge Partin* of the bridge department as reelected to the board of directors of e Credit Union . . . *Cecil Stearns* was nominated to the credit committee of e Credit Union.

PROMOTED . . . *Bruce Poole* was moved from deputy warden of Central Prison building supervisor of all the State's ison camps . . . He replaces *J. T. hompson* who retired recently . . . *B. O'Neal* was promoted from transfer ficer at the prison to deputy warden . . . ongratulations to both men!

SICK LIST . . . Three men in the ridge department: *Buck Smethurst*, *Bruce Conner*, and *Ben Terrell* have been ut sick . . . Veteran employee *Buck* nderwent a serious operation . . . *Bruce* as disabled for several months . . . *en* was hospitalized for an operation on dislocated shoulder . . . Auditor *Sam mith* was away from his desk for a week ith an attack of flu . . . *Mrs. Lola litchell* of Purchasing recently underwent a serious operation at Rex Hospital . . . Building Superintendent *George Sutton* has been seriously ill . . .

"SKIN" WITHERSPOON has found "it" —his place to retire . . . After a two-week winter vacation in Jacksonville and New Smyrna Beach, Florida, with his wife, "*Skin*" can't say enough about the charms (friendly people, good fishing, warm climate, etc.) of that state . . . *The Witherspoons* visited their son, H. K., Jr., and his wife, Jane . . . "*Skin*" took some beautiful kodachrome pictures . . . *Mrs. Leona Sidbury* of the equipment department also visited in Miami, Florida, with her family . . . *W. H. Barkley* of roadway spent 10 days in New Orleans visiting his sister . . . Too bad he couldn't have been there during Mardi Gras.

TWO GALS who work on the same floor of the highway building, *Bonnie Wall* in Personnel, and *Mary Wilkinson* in Accounting, are rivals on the basketball court every Wednesday night when the Raleigh Girls Basketball Tournament gets underway . . . Both are guards . . . *Bonnie* plays on the Johnson-Lambe team, *Mary* is on the Raleens.

GOOD-BYE AND GOOD LUCK to those who have resigned from the Commission . . . Two roadway employees, *C. C. Collins* and *Gene Wood*, have accepted other employment . . . Two men in the bridge department, *Allen Lee* and *Walter Jones*, have resigned . . . *Georgia Duffy*, purchasing department, flew home to New Bern to accept employment in the offices of the Marine Training Station . . . *Mrs. Barbara Satterfield* in accounting has resigned . . . Two girls in the equipment, *Lottie Russell* and *Bernice Smith*, left the Commission recently . . . Lottie had six years and Bernice had five years to her credit.

LOUISE BERNARD gave a lovely baby shower at her home for *Mrs. Catherine Winters* recently . . . Invited guests were the girls on the third floor of the highway building . . . *Elizabeth Hughes*, *Flora McDonald*, *Nancy Howell*, *Virginia Lyons*, *Lucille Pittman*, *Mary Wilkinson*, *Marge Williams*, *Ina Ferrell*, *Virginia Hassinger*, *Avis Knight*, *Freda Webb*, *Mrs. Sally Bell Wright*, *Emily Sinsley*, *Geneva Stutts*, *Eloise Guy*, *Jewell Kidd*, *Margaret Webb*, and *Helen Ryan* . . . *Louise's* three sisters —Madge, Kathleen, and Mrs. Nell Newell and her daughter, Kay, assisted with the hospitality . . . Everyone had fun watching Catherine open the baby gifts—day gowns, sweaters, blankets, booties, etc.



CATHERINE WINTERS . . . LOUISE BERNARD

THE OLD BRICK rooming house where the statisticians held forth till fire destroyed it has been wrecked for its brick and timbers . . . The space on New Bern Avenue will be used for a while as a parking lot . . . The folks in statistics are the first to move in the new headquarters building . . . They've made a good recovery from the fire and are busy at work on the third floor . . . Photos by Charlie Snow.

OUR SYMPATHY to General Counsel *R. Brookes Peters* in the recent death of his mother in Tarboro . . . And to *T. B. Wilson* in the death of his brother.



STATISTICIANS . . . AFTER THE FIRE



BACK ON THE JOB . . . NEW BUILDING

Covered Bridges

(Continued from page 5)

years is illustrated by Randolph County. As late as 1937, Randolph had 42 of them still in use. Two years ago, the list had shrunk to 11. Now there are just six, spared only because they are on narrow back roads which highway modernization hasn't caught up with yet All were built within the past 50 years.

A man who has a store of information on the old bridges is T. A. Cox, who with his father, the late John C. Cox, and later on his own bossed the construction of a hundred bridges in Randolph, including 20 covered ones.

Mr. Cox, who is 67, hasn't been in the bridge-building business for more than 20 years. He now combines farming at his home near Coleridge with his duties as justice of the peace(he's been one for 30 years).

He recalls building covered bridges for the county (that was in the days before the state took over construction and maintenance of all highways for $2.50 to $3 per foot when the county built the piers and abutments and furnished materials, and for $10 to $12 per foot when the Coxes supplied everything.) Their rates for open bridges were $1 and $7.50 per foot.

All but one of the score of covered bridges Mr. Cox had a hand in building have vanished. They made way for modern structures when highway progress moved in. Some of them had stood half a century.

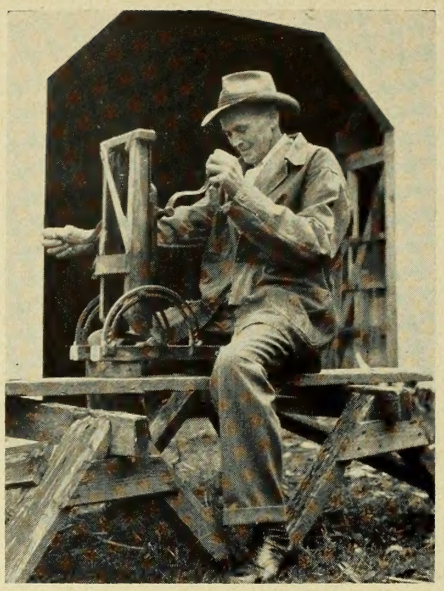
His remaining bridge was built in 1917. It stretches over Brush Creek with two 50-foot spans supported in the center by a masonry-covered stone pier. The county employed Mr. Cox to superintend that job, at $2 a day, and he and four helpers did it in two weeks.

Mr. Cox still has the hand-operated boring machine with which he drilled holes for wooden pins and steel bolts in bridge timbers.

Randolph's prize exhibit among its covered bridges is the one at Skeen Mill on the Uwharrie River about five miles from U.S. Highway 64. It is of the lattice type (timbers criss-crossed along the sides), with both wooden pins and metal bolts holding the timbers together. It was built just after the turn of the century by Hezekiah Andrews, who learned the trade while working with the Coxes.

Two of Randolph's covered bridges are on Mill Creek, not far from Ramseur. Another is on Richland Creek at Pickett Mill, and the sixth on Back Creek just off U.S. Highway 220 near White Hall.

With only limited mechanical help at hand, they built well in the old days. Mr. Cox remembers covered bridges which stayed in one piece on wild rides downstream after freshets hammered them away from their abutments and piers.



Bridge-builder T. A. Cox of Randolph County demonstrates the boring machine he used to drill holes for wooden pins. —(Photo by Sebastian Sommer).

One bridge the Coxes built took such a trip about 40 years ago. It was on 36-foot piers across Deep River. The freshet swept it a half-mile downstream, where it lodged on partially submerged trees on an island.

When the flood subsided, there lay the covered bridge on the trees—still sound. The county commissioners looked it over and asked the Coxes if they could put it back in place.

"We went down there and took it apart," says Mr. Cox. "We had to number each piece and put it back. Some of the wooden pins had swelled and we had to prize the timbers apart and cut the pins with a hand saw."

That's one job, Mr. Cox vows, he wouldn't undertake again for any price.

The reassembled bridge stood until it was pulled down several years ago to make way for a standard two-lane bridge.

Another time, Mr. Cox says, a covered bridge washed out on Deep River above Coleridge, knocked out an open bridge downstream, and landed on the same island. A man in the neighborhood bought the covered bridge and the debris of the open bridge, built two houses from them, and lived in one of the houses till the day he died.

The Highway Commission itself furnishes tacit testimony to what it thinks of the craftsmanship of the old builders. Many of the new bridges erected by the commission stand on abutments and piers that held the old structures.

Materials Lab

(Continued from page 3)

before, the research lab headed
A. Duke Morgan is busy improvi
present paving formulae. Increas
traffic loads and volume require th
North Carolina highways be more du
able and stronger. The research lab i
vestigates the stability of pavi
mixtures by studying different types a
gradings of mineral aggregates in co
bination with asphalt. The finished ro
can be measured by a "road roughne
test". The machine—one of the six
the Nation—was designed by the Bure
of Public Roads but built in our hig
way shop. The "roughometer" is
trailer-like affair with a single rubbe
tired wheel which records the vibratio
caused by irregularities in the pavemen
An important corollary to the "roa
roughness test" is the skid resistan
test which measures the forward ski
ding of a car on both wet and d
pavements. The brakes of a car a
applied instantly, locking all f o u
wheels. When the wheels lock, a deto
ator fires a chalk bullet marking th
pavement. The forward skidding, c
stopping-distance, is then measured a
the three speeds—20, 30 and 40 m.p.
Knowing the skid resistance of a pav
ment helps the technicians to devise
paving formula to eliminate the traff
hazard of slippery roads.

Morgan's associates include Ebra
ham Shekarchi, Aaron Hathcock, Wile
Stephenson, Nathan Adams, John Kno
James Brandon, and Fred Waller, Jr
who is in charge of the lab. C. R. Penny
aided by J. T. Norton and H. B. Jordan
conducts field surveys of concrete an
bituminous pavements. H. D. Heste
who is experienced in bituminous pave
ment construction, serves as an advise
and correlates the data.

Future research plans call for the de
velopment of spectographic analyses o
road materials. This analysis will ac
curately measure quality and quantity o
the paving ingredients. Morgan has hig
hopes of using the nuclear reactor whe
it is installed at N. C. State College
Already the much-publicized G e i g e
counter has shown great possibilities o
testing pavements in which radio-active
isotopes have been incorporated.

Plans are currently underway to study
the loads on the corrugated metal cul-
vert pipe to be used underneath the
165 foot high fill in the Ridgecrest-Old
Fort job. This culvert will be 600 feet
long with a diameter of five and one
half feet. This study should result in
future economies in the design of
culverts, especially under high fills.

The Division of Materials is doing a
top-notch job. It plays a vital part in
the building and maintaining of the
State's 65,000 miles of highways.

M. E. Beatty Has Played Major Part In Building State's Road System

MARVIN EDDELMAN BEATTY, skilled Seventh Highway Division Engineer, is a direct descendant of Scotch and German forebears. His roots grow deep in the tradition and history of America and North Carolina. His maternal great-grandfather, Peter Eddleman, in addition to making highly-prized cabinets, fought for his struggling country during the American Revolution at the Battle of Kings Mountain. Mr. Beatty's great-great-grandfather on his father's side, John Beatty, obtained a land grant in the Eighteenth Century from the King of England to his Lincoln County farm. Present-day NC 73 crosses the Catawba River at a point still known as Beatty's Ford.

The Seventh Division engineer's grandfathers, Calvin Beatty and David Edellman, answered the South's call to colors; they fought for the Confederacy during the War Between the States. Calvin served under Stonewall Jackson and David under General Pettigrew.

Continuing the example set for him, M. E. Beatty is making his mark in North Carolina history by leading his highway division to lay an ever-expanding network of primary and secondary roads.

Son of the late John H. Beatty and Laura Louise Edellman, M. E. Beatty was born October 25, 1893. He is one of seven children (six boys and one girl). His early years were spent on a farm seven miles north of Mt. Holly in Gaston County. for several months each year he attended a one-room schoolhouse, the old Field School. Then he attended high school at Mt. Holly until he entered Old Southern Industrial Institute in Charlotte. While there, he met Mary Gibson whom he later married.

From 1912 to 1916, he studied engineering at the State A. & M. (State College now.) Three of his classmates were Bill Rogers, J. D. Miller and J. B. Pridgen who also have been leaders in North Carolina roadbuilding. M. E. Beatty graduated with a B.S. in Civil Engineering in 1916.

His first job was with the Aluminum Company of America. The following two and a half years he spent with an Alcoa surveying party; he had a hand in the locating of dams at the Falls, the Narrows and High Rock. Although of age to be drafted into service during the first World War, he was deferred because of his important work with Alcoa.

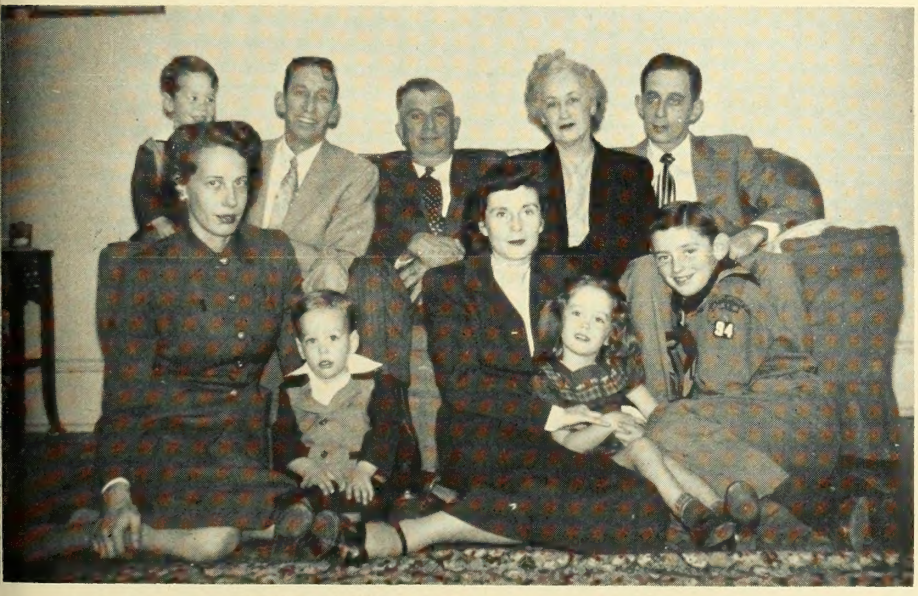
From 1919 to 1920, Mr. Beatty was engaged in hydro-electric work with the Southern Power Company (present-day Duke Power Company). Diverging from his natural engineering interest, our Seventh Division engineer spent the winter of 1920 as principal of Lucia School (a Gaston County grammar and high school).

On August 1, 1921, M. E. Beatty joined the Highway Commission as an instrumentman in the old Sixth District which was headed by J. B. Pridgen. Just six months later, Mr. Beatty was promoted to resident engineer. The next six years from 1922 to 1929 were busy ones as he supervised the construction of US 74 from Polkton to Mecklenburg County line (it's one of the State's main east-west arteries). In line with Frank Page's program for the State's first good roads, Mr. Beatty helped with the building of US 74 and 29 from Mecklenburg County line to Gastonia. He also made the location from Charlotte to Gastonia of the Wilkinson Boulevard, the State's first four-lane highway. He was responsible for engineering the Gaston County side (a stretch from the Catawba River to Gastonia).

Mr. Beatty reminisced that his highway office in Belmont was directly across the hall from a young dentist, Dr. Henry Jordan. The year 1925 saw the beginning of their friendship, although neither could have guessed that 27 years later Dr. Jordan would have given up dentistry and would be chairman of the Highway Commission, while M. E. Beatty would be his able lieutenant in the Seventh Division.

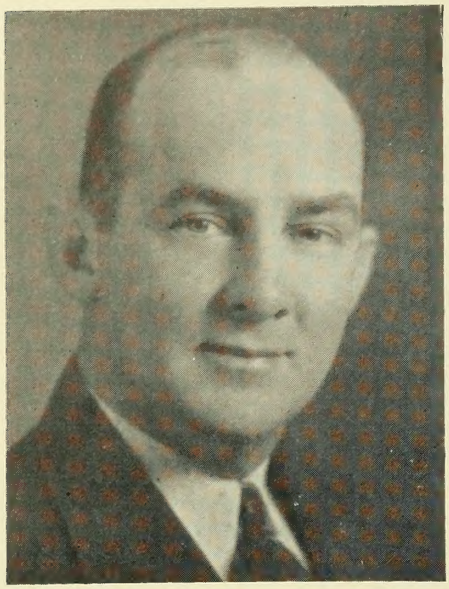
While located in Catawba County, Engineer Beatty built a nine-mile stretch of road from Lincolnton to Cherryville (it's now NC 150). Two years later, in 1927, he supervised the construction of parallel roads, NC 10-A and 10, from Iredell County line on Catawba river to Conover and Newton. A furor was raised because an old law—the 1921 Legislative act specifying that roads must be built from county-seat-to-county-seat—was ignored by building to Conover. The folks in the county seat at Newton demanded a parallel road. The Commission had to build NC 10 to Newton while the original road, NC 10-A, to Conover was still under construction. As resident engineer on both jobs, Mr. Beatty stayed on the move directing work at both sites. The original road to Conover has since been incorporated in the Federal system as US 64 and 70. His next big job was construction of NC 16 from Conover to the Alexander County line at the Catawba river.

(Continued on inside back cover)



THREE GENERATIONS OF BEATTY'S

Introducing Our Correspondents (III)



CHARLES R. SMITH

OFFICE ENGINEER for the Seventh Highway Division in Albemarle, Charles R. Smith also serves as magazine correspondent for his division. A long-time employee with the Commission, Mr. Smith's work dates back to 1929 when he first worked with the construction department in Winston-Salem.

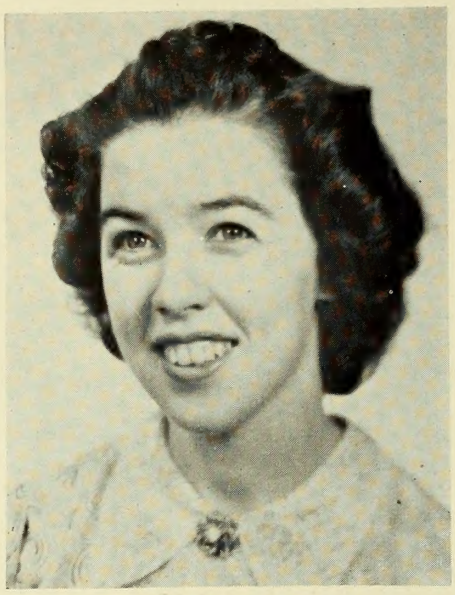
During the depression when construction was at a low ebb, he transferred to the motor equipment department at Statesville. He remained there till 1934 when he was moved to the old Division "D" Office under Division Engineer H. E. Noell at Statesville. When the ten divisions were established in 1937, he was again transferred — this time to the Seventh Division office in Albemarle where he has served ever since except for a four-year stretch in the Army.

During World War II, Mr. Smith spent a total of 34 months in Europe and Africa: 10 months in North Africa and 24 months in Italy. He was discharged with the rank of Major, and holds rank of Lieutenant Colonel in the reserve corps.

He was married in 1934 to Miss Cora Mae Hege of Lexington. They have two children, 12-year-old Charles, Jr., and eight-year-old Edith Pou.

A member of the Central Methodist Church in Albemarle, Mr. Smith has been a steward for five years. He is a member of the American Legion, Veterans of Foreign Wars and 40 & 8. His favorite pastime is the American Legion Junior Baseball League—he's baseball commissioner for Area 3 (it comprises 27 counties in central North Carolina.) Baseball, football and all other athletic games interest him.

Mr. Smith was born in Mebane in Alamance County 45 years ago.



JEAN POSTON CLINE

ATTRACTIVE Jean Poston Cline is NORTH CAROLINA ROADWAYS' correspondent for the Ninth Division at its headquarters in Shelby. A native of that town, she has been connected with the Highway Commission since November, 1946, when she accepted employment as a stenographer-clerk.

Jean was educated in the public schools of Shelby. After high school graduation, she took a post-graduate course in stenographic work.

Her first job was with *The Cleveland Times*, a local weekly newspaper. For three and one half years, she was its circulation manager. The experience has stood her in good stead in reporting the news in her highway division.

Jean was married to Ambrose B. Cline of Shelby on December 30, 1945. As she says, "I began my career as wife and partner on a farm in Cleveland County". The following November she started with the Highway Department.

Today, Jean leads a busy life indeed as she happily combines the duties of helpmeet, business partner and secretary. In addition, she takes time to gather and assemble news of the Ninth. On vacations, Jean and Ambrose like to go to the beach or White Lake.

Right now she and her husband are deep in plans for developing their present cotton farm into a dairy farm. They hope to expand from their main money crop (cotton) and concentrate on the dairy business. Already they operate a Grade A Dairy with 36 Guernseys and Jerseys; they feel that the dairy plus the cotton will make for more diversified farming. Eventually they hope to have a purebred registered herd.

Born in 1925, Jean is the daughter of U. S. Deputy Marshall and Mrs. Poston.

Winston-Salem Extends Welcome To Commission

WINSTON-SALEM really extended th glad hand to the Highway Commissio when it held its January meeting in th Twin City. Highway officials fro Raleigh and various points in the Eight Division were nearly overwhelmed wit hospitality.

The business session of the Commi sion was held on Jan. 31, in the Forsyt County courtroom. Low bids on projec costing approximately $5,000,000 wer approved.

A king-sized entertainment progra had been arranged for the commissio ers, other highway officials and the wives. In charge was M. E. Miller, chai man of the Highway, Street and Traff Committee of the Winston-Salem Chan ber of Commerce, which was the offici host to the Commission. Mr. Miller di an outstanding job, and the highwa people will long remember the cordi reception they received in Winsto Salem.

Lead-off event was a banquet in th Forsyth Country Club on the eve of th business session. J. T. Barnes, presider of Winston-Salem's alert Chamber Commerce, presided. Mayor Marsha Kurfees, in welcoming the highwa people, praised Commissioner Mar Goforth for "giving everyone a fa hearing and endeavoring to serve ever one in this division to the best of h ability". Chairman Jordan responde An interesting resumé of highlights i Winston-Salem's history was given b Irving Carlyle, prominent attorney. Jo King, member of the Legislature, ente tained with his ventriloquist's dummy.

At their business meeting next da the Commissioners were welcomed b Dr. D. C. Speas, chairman of the Forsyt County Board of Commissioners. The were guests at luncheon in the Old Tow Club, then went on a tour of the ne Wake Forest College site and one the cigaret-making plants of the R. Reynolds Tobacco Company. Dr. Harol Tribble, Wake Forest president, explain ed the college layout. James A. Gra chairman of the board of R. J. Reynold Tobacco Co., welcomed the group a his plant.

While the Commission was in sessio ladies in the party were taken on tour of Old Salem.

There are three kinds of kickers— mules, shotguns, and men. The mul kicks because he was born that way the shotgun kicks because it was mad that way, and men kick because it i a right granted them by the Consti tution.

Mark Goforth

(Continued from page 4)

Mark Goforth was born on August 1, 393, on a farm near Lenoir. He was ıe youngest of a family of six children. is father farmed and had been the ·st Rutherford County Agent. After ·aduation in 1912 from the Lenoir igh School, Mark Goforth took a two-ear course in agriculture at State ollege.

On his first job—Caldwell County rm agent—in Lenoir, he met Nell yers, a Davenport College Student. aughter of a minister, the Rev. E. yers of the Western North Carolina ethodist Conference, she graduated ıd went on to teach the sixth grade in enoir. Two years later, in 1919, Nell yers was married to Mark Goforth. hey moved to the 75-year-old Goforth ome on the outskirts of Lenoir where ıe Commissioner had been born and ıised. It is a spacious 11-room two-ory country home—ideal for the rais-ıg of their five children. Mrs. Goforth proud to own a small upright ma-ogany desk which was hauled over 100 ears ago by wagon train from New ngland to Kansas and then brought ıck to Lenoir.

Together the Goforths raised a fine ·ood of five children. The oldest son, ark, is married and living in Golds-oro (he's the Wayne County farm gent). The oldest daughter, Margaret, married to Jay Gragg and lives in enoir. The Graggs have one child 10-ear-old Brenda, who's the only Goforth randchild to date. Caroline Goforth is sophomore at the Woman's College in reensboro where she is majoring in ıstitutional Foods.

The two youngest children, 16 year-ld Preston and 17 year-old Helen, are oth juniors in the Lenoir High School. friendly family rivalry exists between ıem to see who can raise the best baby eef for their 4-H Club project. To date, elen is ahead. She has raised a grand ıampion in the fat stock show for the ast two years.

The Goforths attend the First Method-t Church in Lenoir. The Commissioner a former member of the board of ·ustees and the board of stewards. ight now he has of necessity confined is church work to serving on the im-ortant church finance committee. Mrs. oforth is secretary of youth for her ıurch conference in the Woman's So-ety of Christian Service. For the past x years she has served on the State oard of P.T.A. She also takes an ctive part in the Lenoir Woman's Club ork.

The name "Goforth" is thought to be contraction of "guard firth." Perhaps lark Goforth's Scotch ancestors were uards of the numerous estuaries or rths (where the sea meets the lower end of a river) that dot the coast of Scotland.

Commissioner Goforth is an avid outdoorsman; he likes to relax by hunting and fishing. The Goforths have always had a variety of family pets. Right now there's 24-year-old "Polly" (a noisy parrot that was given to them last year), "Bitsy" (an 11 year-old Boston terrier) and Cinders (a Maltese cat).

Although Mr. Goforth has had his share of headaches serving as Commissioner of the Eighth Division, he has on the whole enjoyed his work. He's learned even more about his State and the counties—Davie, Forsyth, Stokes, Alleghany, Sussy, Wilkes, Yadkin, Ashe, Watauga and Caldwell—directly under his supervision. He is well aware of the needs as well as the dreams of the people he serves.

The Commissioner maintains his highway office in Lenoir. Often he drives over to the division headquarters in North Wilkesboro. He and Zeb Stewart, as the Eighth's two top men, work well as a team because of their mutual respect and understanding. They have been lifelong friends. Together they drive many miles inspecting and advising on road work. Mr. Goforth takes his highway responsibilities so seriously that he has little time for his own lumber and real estate business. Since his appointment in 1949 to the Commission, he has entrusted the running of the business to his partner.

Mark Goforth is the ideal man for his job since he likes people and draws on his past experiences to deal successfully with them. His genial, kindly manner continues to foster goodwill for the Commission. His sincere interest in the vast highway program is contagious.

One of his favorite expressions, "He's a good un", can be conversely applied to him, for he is a good man to head the Eighth Division.

M. E. Beatty

(Continued from page 19)

In 1929, Mr. Beatty accepted a position as Catawba County engineer and held this position until the State took over the county roads in 1931. At that time, he was re-employed by the Commission as maintenance supervisor in Iredell County. Located at Statesville, he served under H. E. Noell, division engineer at the time.

When promoted to district engineer of Union, Gaston, Mecklenburg and Lincoln counties, he moved to Charlotte where he has lived ever since. In commenting on road work at that time, Mr. Beatty says, "We did maintenance mostly during the depression years. Funds were limited so we worked mainly on the county road system."

In 1937 when the Commission was reorganized into ten divisions, M. E. Beatty moved on up the engineering ladder; he was promoted to assistant division engineer for the Seventh Division. Two of the projects that he helped engineer: the rebuilding of US 74 for 27 miles from Rockingham to Polkton and the construction of US 29 from Charlotte to Salisbury.

In January, 1950, Mr. Beatty was promoted to his present position—division engineer for the Seventh highway division. He is ideally suited for his job as he came up the engineering ladder from the bottom and knows his engineering.

The Seventh's engineer has a keen sense of humor and is always ready with a real "belly laugh". His associates find him easy to work with because he is willing to help his employees at all times.

Mr. Beatty married Miss Mary Gibson of Mecklenburg County in 1917. Although trained as a nurse at the old Presbyterian Hospital in Charlotte, she never practiced. Instead she and Mr. Beatty raised three sons. Their youngest, Sgt. Charles Gibson Beatty, was lost in action in July, 1944. He was returning in a B-24 to Italy from a bombing raid over the Rumanian oil fields at Ploesti when he was killed by flak. His body was returned for burial at Arlington. The other two Beatty boys, Marvin, Jr., and John David, gave a combined total of six years to the Navy.

The Engineer's older son, Marvin, Jr. ("June"), besides being office manager of Spring Mill, owns a Charlotte laundry. "June" and his wife, Leota, have an eleven-year-old boy—Marvin, III ("Bud"). The other Beatty boy, John (he's associated with the Thermoid Asbestos Corporation), and his wife, Nilladine, have three children: three-year-old David, two-year-old Johnny and four-year-old Julie Ann.

On the civic side, Mr. Beatty is on the board of governors of Professional Engineers of North Carolina; the group has an eye to keeping engineering on a high professional level. Recently Mr. Beatty was elected president of its South Piedmont chapter. He is registered under the North Carolina law as an engineer and is a member of the North Carolina Society of Engineers.

Though raised a Methodist, Mr. Beatty and his wife now belong to the Charlotte First Church of Christ, Scientist. He teaches a Sunday School class.

A bustling, active man, Mr. Beatty owns and manages several small farms. Since he maintains his home in Charlotte, he drives 30 miles every day to the division officer in Albemarle.

He is rightfully proud of the fine record that his division has chalked up in new and reconstructed roads. His conscientious work is a credit to the State and the Commission.



Building Program Well Underway At Woman's Prison

BULLDOZERS are moving right along in grading and terracing the land preparatory to the construction of two cottages (each housing 36 honor-grade prisoners) at Woman's Prison in Raleigh.

The prison building expansion program, which will cost over a half-million dollars, is part of the $1,120,500 improvement program inaugurated by Governor Scott and Highway Chairman Jordan last September.

Two buildings—the TB isolation ward and the sewing room—already have been completed. The big airy sewing room (60 x 120 feet) will soon be humming with industry, as the new sewing machines have just been installed. The structure is in line with the over-all fireproof building specifications — concrete floor, masonry walls and corrugated steel and built-up roof. Fluorescent lighting and small lights on each machine should speed sewing production. The women in the sewing room cut and make nearly all the clothes (shirts, pants, coats, dresses, etc.) for the State's entire prison population! The TB isolation ward (five separate rooms with a utility room) will insure seclusion and privacy for the tubercular and reduce possibility of contaminating other prisoners.

Foundations have been laid for three other buildings — the chicken brooder house, the central heating plant and the administration building. The cinder block brooder will have space for 3,000 baby chicks in comparison to the old chicken house which had room for only 400 chicks. This facility will not only expand the chicken program but will furnish a worthwhile farm activity for the women. The central heating plant is all-important since it will furnish both steam heat and hot water for all the present buildings, the new construction and any future buildings. It should reduce present operating expenses by one-half!

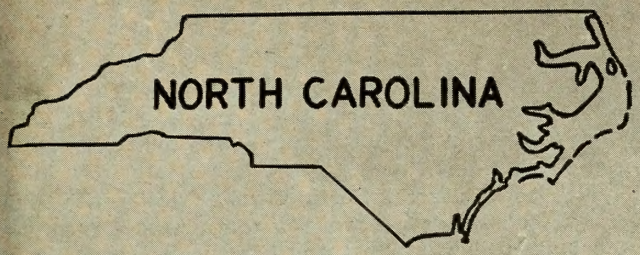
Over in the dining hall, new stainless steel steam tables have been installed. Small tables seating four, with matching chairs, have replaced the long wooden tables and benches.

Prison superintendent Ronie Sheffield is assisted by: Miss Helen Reinhardt (assistant superintendent), Mrs. Marguerite Reeve (supervisory nurse), Mrs. Rose Marie Cornick (rehabilitation counselor), Harvey Watkins (supervisor of grounds), Harry Rivenbark (maintenance mechanic), Mrs. Helen Southerland (records clerk), Mrs. Elizabeth P. Brown (procurement of supplies clerk), Mrs. Emma A. Anderson (fiscal clerk), Mrs. Marjory McDonald (night nurse) and Mrs. Faye R. Skidmore (lab and x-ray nurse). The newly-created office of farm supervisor has been filled by Lewis C. Smith, a State College graduate with a B.S. degree in Agriculture.

—(Photograph by Charles Snow.)

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ROADWAYS

A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION
MAY-JUNE, 1932

NORTH CAROLINA ROADWAYS

A Magazine for employees of the North Carolina State Highway and Public Works Commission

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STATE HIGHWAY COMMISSION

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JOSEPH GRAHAM, Iron Station

W. H. ROGERS, JR., *State Highway Engineer*
R. B. PETERS, *General Counsel*

Highway Pioneers

EARLY IN APRIL, death claimed two of North Carolina's "good roads" pioneers. On April 8, William Stuart Fallis, 83, the first State Highway Engineer in North Carolina, died at Harrisonburg, Va. The next day, Thomas Lenoir Gwynn, 71, first Tenth Division highway commissioner, died at his home in Waynesville.

Mr. Fallis was county engineer for some ten years in Wilson, Franklin, Iredell, Vance and other counties before being named the first State Highway Engineer in 1915. He constructed the first concrete roads in North Carolina and while a county engineer, developed the first sand-clay gravel roads that were built on a large scale in the South.

After serving as State Highway Engineer for six years, Mr. Fallis was succeeded in 1921 by Charles Upham. Mr. Fallis then became purchasing agent for the Highway Commission, and later was a consulting engineer with offices in Raleigh until he returned to his Virginia home in 1932.

Mr. Fallis drew the first official highway map of North Carolina, and suggested division offices to administer the highway system rather than having all administration in Raleigh. He was one of the founders of the North Carolina Society of Engineers and served as its president.

Mr. Gwyn was the first Tenth Division commissioner, serving under the late Frank Page, the first chairman of the State Highway and Public Works Commission.

He was chairman of the legislative committee of the North Carolina Good Roads Association, which was responsible largely for promotion of the 50-million dollar bond issue that put North Carolina at the top of the nation in highway building.

With their deaths, North Carolina lost—within the brief space of two days—two men who played a great part in the State's highway program. They were men of vision and perseverance, and it is to them and the other pioneers that North Carolinians owe a deep and lasting debt of gratitude.

Their monument is the network of asphalt and concrete bridges and cuts, that has changed the face of North Carolina and has been a major factor in bringing prosperity and progress to the Tar Heel state.

THIS MONTH'S COVER

Biggest earth moving job ever attempted in eastern America—that's the story of the new "miracle" highway which will relocate US 70 between Old Fort and Ridgecrest. The cover and many of the pictures used to illustrate the story on this super-boulevard were taken by Resident Engineer J. E. Terrell of Marion. It shows clearly the tremendous amount of grading and excavation required on the new road. W. E. Graham and Sons of Cleveland is contractor on the project, and Mr. Terrell was resident engineer for the Commission. See page three for the complete story.

Via Rex

ROADS RULE THE WORLD—not kings nor congresses not courts nor constables, not ships nor soldiers.

The road is the only royal line in a democracy, the only legislature that never changes, the only court that never sleeps, the only army that never quits, the first aid to the redemption of any nation, the exodus from stagnation in any society, the call from savagery in any tribe, the high priest of prosperity, after the order of Melchisadec, without beginning of days or end of life.

The road is umpire in every war, and when the new map is made, it simply pushes on its new campaign of help, hope, brotherhood, efficiency and peace.

Author Unknown.

A Year To Go

AT THE MAY 1 Commission meeting, Chairman Jordan noted that the Commission would conclude its four-years of service to the State in exactly one year from that date.

The chairman praised the work of the Commissioners and each member of the personnel in carrying out the $200,000,000 secondary road bond program during the past three years, and the Commission adopted this resolution:

"Whereas the State Highway Commission has accomplished a vast amount of work during the past three years in constructing the secondary road program, thereby making transportation convenient and speedy to a host of our citizens heretofore hampered by inadequate roads, and this has brought about an unprecedented development of farming, industry and otherwise; and

"Whereas, the steady and speedy progress made in the improvement of our Highway System is largely due to the fine work by the organization as a whole.

::Therefore, be it resolved that the State Highway Commission hereby expresses to each member of the personnel a sense of unqualified gratitude for their devotion to our adopted program, and for their faithfulness in their various and sundry posts of duty.

Azalea Festival

THE STATE Highway Commission held its March meeting in Wilmington—the last out-of-town session of the year, by recent Commisison vote.

The meeting, by special invitation, came during the Azalea Festival. So, naturally, after disposing of the business at hand—such as okaying contracts for road-building totaling more than $6,000,000—the Commissioners relaxed and enjoyed the big do.

City officials rolled out the welcome mat, the Weather Man beamed his brightest, Mother Nature had the azaleas blooming their best, and the hospitality was something to drool about.

A Message From the Chairman



WE'RE BEGINNING the last year of the $200,000,000 bond construction program, and perhaps it would be well to take a look at the record before heading into the home stretch.

As of March 31, we actually had completed and paid for about 61 percent of the bond program. That is, some 123 millions of dollars had been spent on rural roads since July 1, 1949. Of the remaining $77,000,000, all but $28,700,000 had been allocated—or earmarked—for other secondary road projects.

For the money spent, almost 10,000 miles of secondary roads had been paved and approximately 14,000 miles of county roads had been stabilized. Along with this, it might be well to note that some 4,500 miles of roads will have been added to the highway system during this administration. The system constantly is expanding, adding new construction and maintenance problems.

We still have a big job to complete, both in paving and stabilization of secondary roads.

With the road-building season here, this should be the heaviest construction year of the bond program—barring war, material shortages, or excessive bad weather.

So, a renewed effort on our part will mean that 1952 will see a world record in highway construction set by the North Carolina State Highway and Public Works Commission.

Already we have done more than ever has been attempted by any state. But the job done could not have been accomplished without the complete loyalty and intense interest of every employee of the Highway Commission. You have done a magnificent job. You have developed new techniques in road designing, locating, engineering, and construction. You have given unselfishly of your time and ability in order to give a better highway system to your fellow North Carolinians.

You and your associates have built and are building good roads under the $200,000,000 bond issue program. Chief Soils Engineer L. D. Hicks says that the roads we are building will stand up well—unless heavy vehicles, using them illegally, destroy them before their time.

Let us launch the final road-building year with renewed determination to not only complete the bond program, but also to make this a year that long will be remembered as a landmark in the progress of North Carolina.

Cordially,

Harry Gardner

Joe Graham Combines Old South Charm With Modern Ideas About Highways

ALTHOUGH COURTLY Joseph Graham had always taken an active part in Lincoln County affairs, he had never run for or held a public office until his appointment in May, 1949, as Ninth Highway Division Commissioner.

Since then, he's found that his highway constituents are no respecter of days or time. The Graham ancestral home is isolated back in Lincoln County and removed from the city convenience of telephone service so road petitioners go by "Forest Home" any time—Saturdays and Sundays included. To each, Mr. Joe gives a patient ear and attentive courtesy.

He is conscientious in his desire to be fair and honest in his decisions; he is painstaking and thorough in his investigation of needed roads.

Mr. Joe comes by his civic service naturally; his Graham predecessors have always been prominent in State political circles. At 16, Mr. Joe's great-grandfather witnessed the signing of the "Mecklenburg Declaration" in 1775. He emerged a colonel at 22 from the American Revolution; after the War of 1812 he returned to Lincoln County a general. He took over the management of Vesuvius Iron Works which was the biggest iron foundry east of the Mississippi for many years.

Mr. Joe's grandfather, William, was a lawyer, member of the House of Commons from Orange County, U.S. Senator, Governor of North Carolina (1845-'48) and Secretary of the Navy.

William Graham, Mr. Joe's father, was prominent in North Carolina politics; he was State Commissioner of Agriculture for many years—a position his son, William also held.

Portraits of Mr. Joe's great grandfather, grandfather, father and brother hang in the parlor of "Forest Home".

With such an illustrious background, it is logical that Joseph Graham should be aware of the responsibility as well as the privilege of a highway commissioner.

Our ninth highway commissioner, born 64 years ago in Lincoln County, is the son of the late Julia Lane of Virginia and Major William Graham. The Grahams employed a governess to live in the home and school their nine children (2 boys and 7 girls).

Young Joe was then sent to Mr. Morson's School for Boys in Raleigh; he lived with Judge Walter Clark who had married Susan Graham. From there he went to Horner Military School in Oxford and later to Richmond College.

His first job in 1906 was traveling by horse and buggy through Alabama and Mississippi selling Levering Coffee. Next he traveled and sold fertilizer for the D. B. Martin Company of Philadelphia. For two years he worked with the Goodyear Rubber Company in Akron, Ohio.

In 1912 he returned to the State and took a fling at raising white faced beef cattle. He went broke when a flash flood covered his pasture with sand and mud and drowned his cattle.

Disappointed and discouraged, he returned to Ohio to seek his fortune—this time as Ford Motor Company's sales manager of the Akron area. Henry Ford's Model T was the rage.

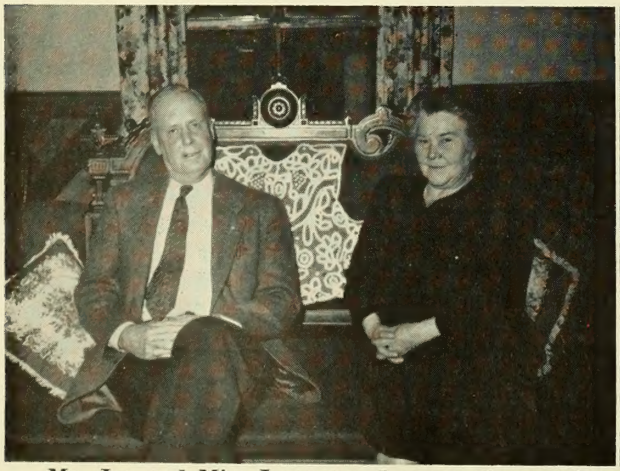
In 1928 he went to Houston to investigate the possibility of oil. He found quite a lot of it; some days his wildcatters brought in 1,000 barrels a day. Under his management the property became so prosperous that it paid the owners more than one million dollars in royalty.

He returned to Ohio and Goodyear in 1942; but the following year he was called back to "Forest Home"—his brother, William, lay fatally ill. Upon the death of William, Joseph Graham took over the management of the 800 acre plantation.

By an earlier marriage, the Commissioner has two children—Joseph Graham, Jr., and Mrs. Mary Graham Miller, both of whom live in Florida. His second wife—Miss Lena—is the daughter of the late Colonel Robert S. Reinhardt of Lincolnton, widely remembered for his Masonic activities. Her great, great grandfather — General P e t e r Forney — founded the Vesuvius Iron Works which Mr. Joe's great grandfather eventually managed.

Miss Lena and Mr. Joe keep the old Graham homeplace

(Continued on page 6)







Mr. Joe and Miss Lena spend many pleasant hours in the parlor of "Forest Home." His round barn is a curiosity. They admire the sword carried by Mr. Joe's great-grandfather during the American Revolution.

MAMMOTH EARTH-MOVING JOB UNDERWAY BETWEEN RIDGECREST AND OLD FORT

BULLDOZERS AND DYNAMITE, and men with big ideas, are humbling the majestic Blue Ridge.

They're slicing through the hoary mountain barrier east of Asheville with a great new road that will be a miracle of modern engineering.

And when they've finished their road, with the gentle curves and grades, motorists can go up and down the mountain as fast as they want to —provided, of course, they don't exceed the speed limit.

Trucks? They'll be no bother. In the first place, they won't have to crawl up the mountain at tantalizingly low speed. They can roll along at a pretty good gait, just as the autoist can. But, more importantly, it'll be a wide double-tracked highway; and you can simply pull around slow-moving vehicles without danger of smacking head-on into an approaching vehicle.

New vistas of scenery will be opened up on the big road, which will replace the present US 70 between Old Fort and Ridgecrest. Passersby can see the falls of the Catawba River as they silver-streak down 500 feet of verdant mountainside. To the south, the mountain parorama will be far more expansive than the view afforded by the present US 70. The fine new road will open up, to tourists and Tarheels alike, scenic grandeur never seen except by those who take to mountain paths.



Cut through rugged mountainous terrain, some of the fills are over 175 feet high.

Though it has reason to feel humble now, while puny man levels its ridges and pushes their dirt into the valleys to make a flat road, the Blue Ridge should blossom out all over with pride when the ribbon is cut and the first motorists cruise along the highway awestruck by the grand new vistas opening before them.

And the new road will be the pride and joy of the State Highway Department. Probably never before in eastern America has such a big earth-moving job been attempted. At no place over the mountain will the grade be more than six per cent, which means that the road will never rise more than six feet in each hundred feet of roadway. No curve will be over seven per cent, and there will be only one curve that extreme. Engineers from outside North Carolina already are coming to marvel, and in the years to come the job will attract road-builders from all corners of the world.

The present US 70 corkscrews up and over the mountain for eight miles between Old Fort and Ridgecrest. The new road will cut the distance about two miles.

Present US 70 was constructed in the early 1920's, when equipment was limited mostly to horse-drawn wheelers, dump-wagons and drag-lines. Drilling for dynamite was done by hand hammers, one man turning the steel bit while another hammered it down. That method of construction required that the route be located in such a manner as to minimize grading. Therefore, the road emerged as a series of sharp curves and switchbacks.

On the new location, the most modern earth-moving machinery in the world is being used. Dynamite holes are drilled mechanically, and tons of explosives are used daily. At one point, they're dynamiting a huge gash 100 feet deep through solid rock. Some of the cuts through the finger ridges are nearly 175 feet deep, and some of the earth fills across the ravines are almost 200 feet high. Bulldozers simply push the crest off a ridge and ride across the new-piled dirt to renew the attack on the new ridge. It's a big job!

Over two miles of heavy metal pipe will be used in culverts beneath the road. There will be no bridge, except one at Old Fort. On the old road, the elevation ranges from 1,440 feet in Old Fort to 2,655 at Swannanoa Gap. On the new road, the Old Fort elevation remains the same, of course, but the highway will reach an elevation of 2,860 feet at Smith's Gap, just before it heads down to Ridgecrest.

Building the new road to the high engineering standards set for it requires the moving of 2,800,000 cubic yards of earth and rock and clearing timber from about 115 acres of right-of-way stretched across the mountain. The timber cutting took rugged men. Since the terrain is so extremely rough, the whole operation of felling trees and removal of timber was a manual job. The men cut with only those axes and saws which they could carry. They walked into the hills, labored 10 hours, and walked back. And they got the job done.

(Continued on inside back cover)

Meet the Engineers (X)

W. M. Corkill Directs Roadbuilding In Fourteen Mountainous Counties

WILLIAM McCOY CORKILL, efficient tenth division engineer, has a variety of nicknames ranging from "Bill", "Cork" and "Mack" to "Coy".

Son of William Andrew and Moultrie Buchanan Corkill, W. M. Corkill was born November 3, 1901, in Chester, South Carolina. Upon graduation in 1919 from Chester High School (he still has a copy of his valedictory speech), he entered the Citadel in Charleston for one year. He transferred to State College in Raleigh. While there, he was a member of Lamba Chi Alpha fraternity and captain of the track team; his specialty was the one and two mile cross country.

Several months before Corkill's graduation, Prof. C. L. Mann asked the senior civil engineering class if any would like to work with the State Highway Commission; he qualified his offer with the explanation that the salary would not be as much as other jobs open, but there was a great amount of road work to be done and the future was bright in highway engineering. "Cork" Corkill was one of the four who decided they'd go with the fledgling highway department.

Upon his graduation from State with a B. E. degree in civil engineering, he spent only one night at his home before reporting for work as rodman under Resident Engineer G. C. McGimsey at Statesville.

Very few of the State's highways were paved at that time but Frank Page's Good Roads Program was changing this. At Statesville Mr. Corkill saw the paving of US 21 south toward Charlotte, US 70 east toward Salisbury, old NC 10 west toward Newton, US 21 north toward Elkin and US 64 northeast toward Mocksville. Highway equipment was limited mostly to mule-drawn wheelers. The Tenth's Engineer chuckled when he recalled the exasperating chore of cranking his work car—an old model T Ford—on cold winter mornings.

In January, 1926, he was promoted to junior resident engineer at Statesville. Three years later in 1929 he was transferred to Taylorsville as resident engineer. After a few months there he began moving around the State, being located at Albemarle, Mt. Holly, Wadesboro, back to Statesville, Salisbury and Mooresville.

While at Statesville he made the decision to superelevat a 6 degree curve on a 6 per cent grade approaching bridge. He almost lost his job because six degree curve and under were not superelevated at that time. However he returned to grace shortly afterwards when the standar was changed.

He was sent to Winston-Salem and then to Smokemon in 1932. He was resident engineer on the road (at a elevation of 5,050 feet) to Newfound Gap. For many year this road had the highest elevation of any highway in th State. The region was so inaccessible that Corkill with fiv men and a cook commandeered a deserted moonshiner' cabin and lived right at the construction site, supervisin the surfacing.

His next big road job was from Sylva into Cullowhee— home of Western Carolina Teachers College. In 1933 h was moved to Asheville. In 1938 he was promoted to con struction engineer of the Eighth, Ninth and Tenth and par of the Seventh divisions. He replaced a good friend of his A. B. Cole, who had died. Two of the most important project were the grading and paving of three-lane roads from Ashe ville to Oteen (US 7) and from Asheville to Enka (US 19 which has been three-laned into Canton.

In November, 1942, he became assistant division enginee to John C. Walker. He oversaw work on the Mt. Mitchel road. This was no small engineering feat as it is paved a a 6,200 foot elevation within one fourth mile of the to and Mt. Mitchell is the highest peak east of the Mississippi.

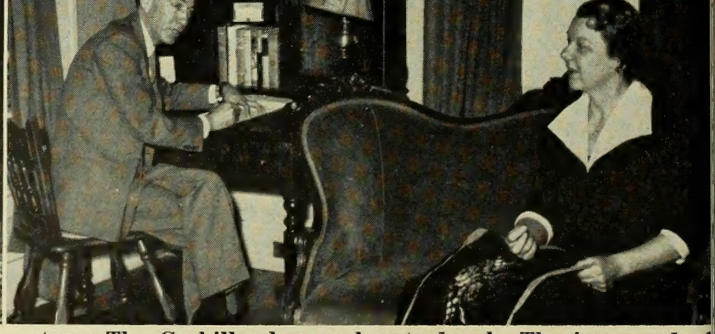
With the switch of Walker to the Eighth in North Wilkes boro and Zeb Stewart to the Tenth in Asheville, Corkil assisted Stewart. When Stewart returned to the Eighth i May, 1950, W. M. Corkill moved up to tenth divisio engineer.

His 27 years of experience provided him with an excellen working knowledge of the major problems that beset road builders in mountain road construction. He was fully fa miliar with the large amount of excavation required, an keeping fills in place on steep grades. He knew the possi bility and danger of rock or earth slides and the tedious task of snow and ice removal.

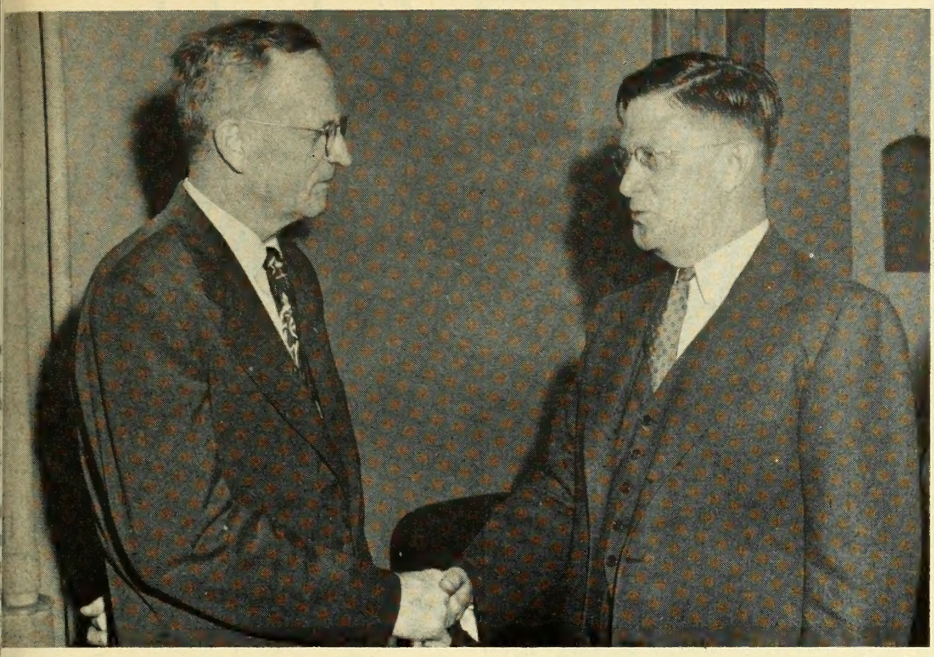
(Continued on page 19)



Engineer and Mrs. Corkill enjoy their attractive two-story home which is furnished with lovely family antique furniture.



The Corkills share a hearty laugh. They're proud of her grandmother's oil portrait over the stone fireplace.



Outgoing Commissioner Mark Goforth congratulates new Commissioner Paul Taylor

Three Commissioners Resign To Enter Political Wars

THREE HIGHWAY Commissioners resigned during the last two months so they could roll up their sleeves and come out fighting in the current political wars.

They were Dr. Raymond E. Earp, Fourth Division, who is managing the campaign of Hubert Olive for Governor; Mark Goforth, Eighth Division, running for Congress from the Ninth District; and Dale Thrash, 10th Division, running for Congress from the 12th District.

All three were appointed to the State Highway Commission May 1, 1949, by Governor Kerr Scott.

Their resignations brought an expression of regret from Chairman Henry W. Jordan, who praised the work of the three in helping direct road-building during this administration.

"Dr. Earp, Mr. Goforth, and Mr. Thrash have done a magnificent job in helping to push the highway program to unprecedented accomplishments," Chairman Jordan said.

Dr. Earp left the Commission March 5 to take the helm as campaign manager for Lexington's Hubert Olive in the latter's drive for the governorship. The Selma doctor-farmer entered the rough-and-tumble political arena as an admitted amateur, but has learned fast. His direction has resulted in the building up of what the professionals term the best campaign organization they have ever seen in many a moon.

Mr. Goforth — farmer, lumberman, real estate dealer—resigned from the Commission April 10 to campaign for the congressional seat now held by Rep. Robert L. Doughton from the Ninth District. Reports coming back from the Ninth District indicate that he is pushing his campaign for Congress with the same zeal that he used in building Eighth Division roads.

And on May 1, Mr. Thrash—farmer-lodge operator—sent his resignation to Governor Scott, after tossing his hat in the ring for the 12th congressional district seat now occupied by Monroe Redden. Reports indicate that he, too, is building votes with the same zip that he used in getting roads built around the hilly Tenth Division.

Meanwhile, Governor Scott has named two new members of the Commission. A new Tenth Division Commissioner had not been appointed at the time ROADWAYS went to press.

In the Fourth Division, the Governor named Businessman-Farmer George D. Richardson of Raleigh. Mr. Richardson owns farms in Wake and Johnston Counties, commercial buildings in downtown Raleigh, and controlling interests in several business firms. He is a Methodist and a former member of the State Commission for the Blind. Mr. and Mrs. Richardson (the former Emma Poe of West Virginia) have three daughters, all of Raleigh.

Replacing Mr. Goforth in the Eighth Division, Governor Scott named Paul T. Taylor, a tobacco warehouseman and farmer, of Winston-Salem. Mr. Taylor is the president of Taylor's Warehouse in the Twin City and farms extensively in Stokes County. He is a Mason and Shriner, and is a member of the Friends Church. Mr. Taylor married Lois Atkinson of Fayetteville in 1936. They have one daughter, 14-year-old Susan.

Browning Featured in Saturday Evening Post

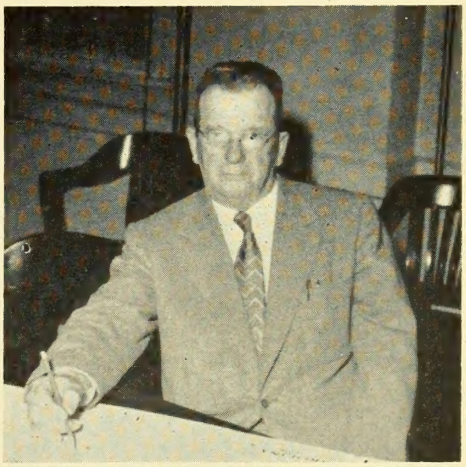
FOLKS AROUND Raleigh have been as tickled as a kid with a new speckled pup over the *Saturday Evening Post's* March 29 feature story of Chief Locating Engineer R. Getty Browning.

The story—"Pathfinder of the Moonshine Mountains" by Booten Herndon—not only gave credit to a grand man and fine engineer for his unselfish and outstanding work, but it also brought a flood of congratulatory mail from all over the country.

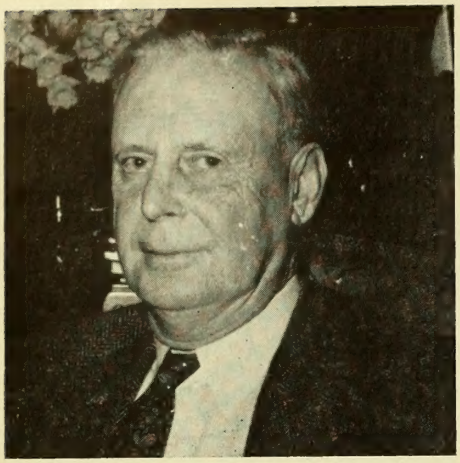
Many of the notes were from folks who had enjoyed the story and wanted more information about the Blue Ridge Parkway and North Carolina in general. To them, Mr. Browning sent maps and booklets describing the wonders of Tar Heelia.

Many were from engineers with whom Mr. Browning had worked in years past, and he was able to renew old friendships. One was from a man offering advice about snakes, telling how they were man's friend—but Mr. Getty says he still doesn't have any use for the varmints.

Mr. Browning, naturally, is pleased over the story and the reception that it got. But he isn't resting on his laurels—he's too busy building roads. Just recently, he's been commuting between Raleigh and Washington, along with Highway Chairman Henry Jordan and Governor Kerr Scott, trying to get a $3,000,000 appropriation to complete the last three links in the Blue Ridge Parkway.



George Daniel Richardson



JOSEPH GRAHAM

Graham Combines Old South

(Continued from page 2)

much in the tradition passed down to them; it's always open house year-round for friends and relatives. Every Christmas they give a party and gifts to the colored people on the plantation—all in keeping with life in the Old South.

All the lumber used in building "Forest Home" was grown and cut on the place. The ceilings are hard pine and the parlor wainscoting is cherry and maple. Heat is furnished by wood stoves and open log fire-places. Time seems to revert as there are so many priceless mementoes of bygone days of grandeur —framed testimonials, plaques, faded pictures, century-old books (there's even a ledger from 1795 showing early Graham financial transactions), dueling pistols made in 1845 with individual bullet molds and ornate swords from the American Revolution. The dining room corner cupboard houses a delicate set of genuine Dresden china which was barreled and shipped by boat from Germany over 100 years ago.

The Ninth Commissioner is a great Bible student, his favorite book being Job who as Mr. Joe says was a "man plagued with everything, lost all but had his faith and came back stronger than ever." Perhaps the Commissioner compares his own adventurous life with fortunes quickly made and lost to Job's. The Grahams attend the Machpelah Presbyterian Church.

Miss Lena is avidly interested in pictures and histories of old Lincoln County homes; in fact, she has written numerous newspaper articles about them. She is an ardent member of the United Daughters of the Confederacy. She's the ideal person for Mr. Joe as she appreciates his artistic heritage and has proved herself a charming hostess.

Mr. Joe is proud of his framed certificate showing honorary membership in the Lions Club which the Statesville chapter gave him in appreciation for his part in securing good roads in Iredell County.

The MORGANTON NEWS-HERALD summed up their opinion of Mr. Joe:

"Due a full share of credit in the vast roadbuilding enterprises in the Ninth Highway Division is the perpetual energy, the vital interest and deliberate impartiality of Joseph Graham, Division Commissioner.

Appreciation

The operator of a motor freight line based in New Albany, Ind., has written his appreciation of the way in which the State Highway Commission is conducting, in cooperation with the U. S. Bureau of Public Roads, a truck-weight survey at various points throughout the State.

Purpose of the survey is to obtain information on axle and vehicle weights and guidance in the design, construction and operation of the highway system. Each truck driver stopped is given a brief note outlining the purpose of the survey and giving information on the North Carolina weight law. This "little message of explanation" prompted M. S. Denny, head of Denny Motor Freight, to write his appreciation to J. S. Burch, engineer of statistics and planning for the Commission.

"We wish to compliment you on this forward step and the excellent wording contained in the message", said Denny, whose firm hauls agricultural implements and tractors. "It is in keeping with everything progressive that we have noted in operating over your highways for the past two years. Your highway patrol is efficient, courteous and helpful, and does credit to your State government. We believe that your methods are helpful towards a better understanding of all classes of users of the highways and a definite step toward safety on the traveled roads."

Denny added that his firm endeavors to "purchase a just proportion of gasoline and other supplies" from North Carolina dealers "as only in this manner can a proper reciprocity be rendered".

Burch commented that it is "most unusual to get such a letter, especially from a trucker".

Upchurch Leaves PR-Aide Post

C. A. (ABIE) UPCHURCH, JR., resigned as Highway Commission Public Relations Director and administrative assistant to Chairman Henry Jordan on March 1 to take over as publicity director for Hubert Olive's gubernatorial campaign.

Raleigh Newsman Scott Summers was named by Chairman Jordan to succeed Upchurch.

Upchurch has spent his adult life in newspaper, public relations and radio work. He is a former assistant managing editor of *The News and Observer*, and former news director for Radio Station WRAL. He also has held positions as director of public information for the State Office of Civil Defense and as public relations director for the N. C. Department of Agriculture, the N. C. State Fair, and N. C. League of Municipalities, and the N. C. Division of the U. S. Brewers Foundation.

In April, 1949, Mr. Upchurch was approached by Governor Scott to organize and head the Malt Beverage Division of the State ABC Board, and on July 1, 1951, was transferred to the Highway Department as assistant to the chairman and director of public relations. He is married to the former Margaret Rose Calhoun of Laurel Hill. They have one child, John Calhoun Upchurch, 13.

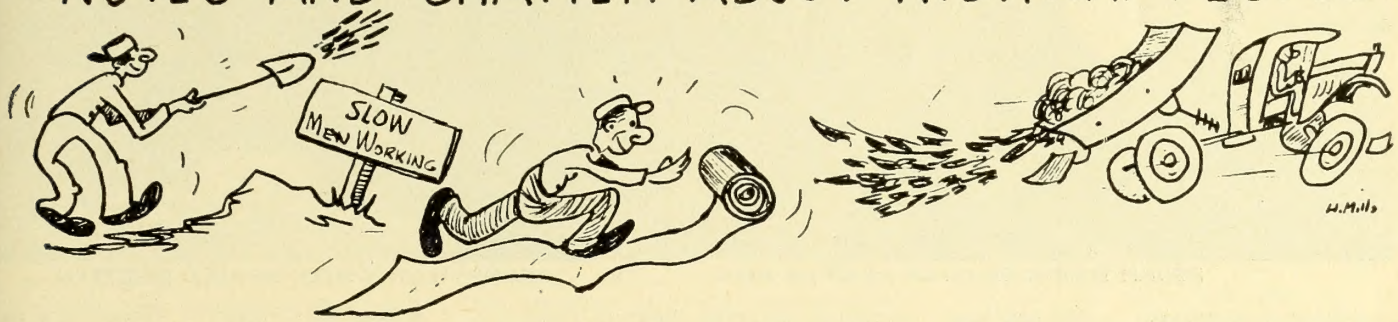
Summers has spent some 17 years in newspaper, radio and public relations work, with the exception of three and a half years time out with the Marine Corps during World War II. Among other positions, he has been telegraph editor of the *Raleigh Times*, night editor for the Raleigh Associated Press bureau, and city editor of the *San Antonio, Texas, Express*. He has handled public relations for the N. C. State Fair and the N. C. State Nurses' Association, and has reported Capitol news since 1938. Just prior to joining the Highway Department, Summers was news director for Radio Station WNAO. He is married to the former Becky Holden of Louisburg, and they have three children: Scott, II, 10; Staley, 7, and Becky, Jr., 2.

The ability to keep a cool head in an emergency, maintain poise in the midst of excitement, and to refuse to be stampeded, are true marks of leadership.

Stop worrying about what people think. Most of them don't.

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



DIVISION ONE

SHIRLEY JONES
Division Correspondent

HATS OFF to those men with long service records . . . 30-year men are *David Keel, J. C. Keel, J. M. King, C. W. Lewis, M. A. Robertson* and *R. E. (Bear) Thomas* . . . A 29-year man is *George K. Mack*, District One Engineer . . . 25-year men are *Lynwood Lovegrove, O. C. Robertson, A. W. Boyd, H. D. Carter, C. H. Spruill, J. K. Spruill, R. S. Stratton, E. L. Doxey, R. D. Berry, H. C. Hofler, C. E. Stallings, J. S. Stallings, George D. Asbell, Jack Shannon* . . . 20-year men are *D. T. Baker, Rufus Baker, M. T. Britton, J. L. Collier, R. L. Corey, W. G. Crawley, W. B. Evans, G. E. Hines, J. J. Hyatt, E. A. Leggett, W. S. Leggett, M. G. Little, H. T. Liverman, M. C. Liverman, W. E. Long, L. B. Marslender, Paul Mulder, J. C. Newbern, R. N. Pledger, Jesse Sanderlin, Floyd Sawyer, L. A. Thomas*, and *W. W. Wheeler* . . . 15-year men are *Lee Brittle, L. D. Cherry, L. N. Collier, U. R. Grant, E. B. Hedgepeth, J. S. Hodges, Mack Manning* and *A. W. White*.

WEDDING BELLS . . . Evelyn Harrell was married to *James Zakie Perry* on January 26 . . . Both are from Powellsville . . . He's in the maintenance department . . . *Ailleen Speight*, daughter of *Mr.* and *Mrs. R. C. Speight* of Ahoskie, and G. M. Stewart, son of Mr. and Mrs. G. B. Stewart of Battleboro, were married in the William and Mary Hart Chapel in Leggett on February 17 . . . On the left is the youngest daughter of the Speights, Edna, who was maid of honor.

INSPECTOR *Mark Lawrence* poses his one year-old grandson, Lewis Bridgers Lawrence, and his Irish setter, Mr. Bourbon . . . It's a toss-up as to which is *Mr. Lawrence's* favorite.

NEW DISTRICT office in Elizabeth City . . . District engineer *G. K. Mack* with his staff holds forth on the first floor . . . Resident engineer *W. F. Sessoms* and the construction folks are on second . . . Flowers in front will add the finishing touch.

SILVER WEDDING ANNIVERSARY . . . *Mr.* and *Mrs. R. C. Speight* celebrated their 25th wedding date at a surprise party given by the Ahoskie chapter of O.E.S. . . . They were presented a gift of silver . . . In the picture, *Mrs. Speight* is holding an O.E.S. Bible and red and white roses which they gave her . . . She was the first Worthy Matron of the chapter.



NEW OFFICE . . . ELIZABETH CITY

OUR SYMPATHY to the family of Captain *Arthur Sessoms* of Williamston upon his recent death . . . He was 57 and had been with the prison department since 1935.

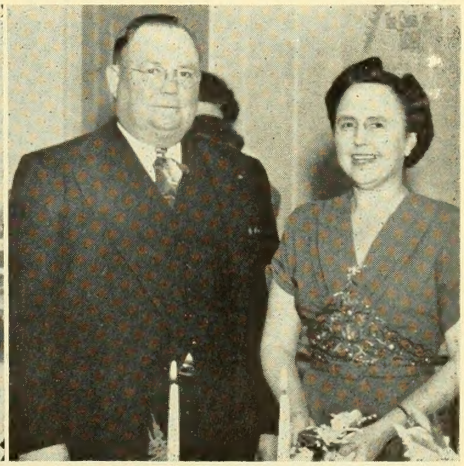
RAYNOR SMITHSON, machine operator of Camden, retired in April . . . His diabetic condition forced the amputation



THE G. M. STEWARTS



MARK LAWRENCE . . . BRIDGERS



R. C. SPEIGHT . . . 25 YEARS



STORM DAMAGED ROAD AT SNOW HILL



GREENVILLE WHITE SHRINE MEETING

of his leg in February . . . He had been with the State for 20 years . . . *T. J. King*, section foreman of Duck in Dare County resigned due to poor health . . . Both were good and sincere workers who will be missed.

PROMOTED . . . *Dennis Snow*, field mechanic of the Elizabeth City equipment shop recently became an equipment inspector with headquarters in Raleigh . . . He'll travel the entire State.

CARLTON BAUER, supply clerk in the equipment department, attended a five-day meeting of Kiwanis Clubs in Asheville recently.

VACATIONS . . . *W. F. Sessoms*, resident engineer, just returned from a two-week trip to Mobile, Alabama . . . It's rock fishing time at Weldon again . . . Roanoke River will soon be so full of boats it will be hard to tell whether it is even a river or not . . . Good luck to all the highway fellows who'll be a-fishing!

THREE NEW citizens in the First . . . *Mr.* and *Mrs. E. C. Burgess* announce the birth of a daughter . . . Maintenance supervisor at Scotland Neck, *C. W. Lewis*, has a new granddaughter, *Ann Lewis Arbes* . . . Road oil supervisor, *R. C. Speight* of Ahoskie also has a new granddaughter, Margaret Bennett Perry . . . *Mr. Lewis* and *Mr. Speight* are both grandpas for the first time.

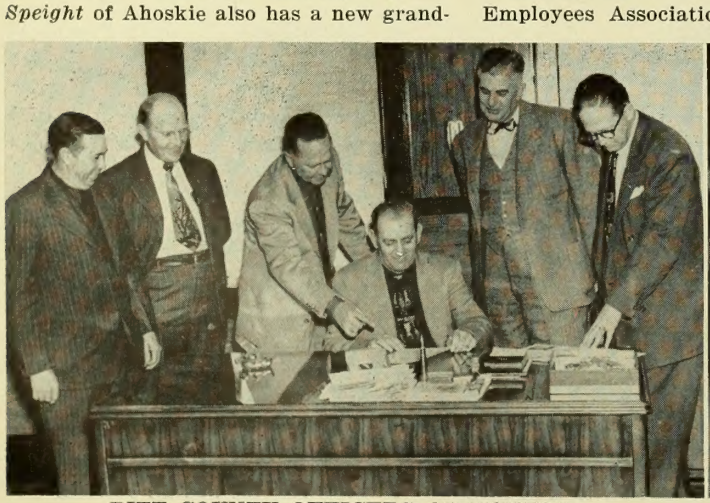
SICK CALL . . . *W. L. Hopkins* of Everetts, *D. L. Newbern* of Williamston and *R. L. Corey* of Williamston were hospital-bound for a while . . . Influenza kept these men off the job: *S. F. Bridgers, Rudolph Doughtie, J. L. Hayes, G. C. Parker, W. E. Trevathan, T. L. Freeman, W. B. Evans, W. W. Harris, L. C. Hughes, H. C. Lewis, Robert Maxham, D. L. Sumner, J. E. Pritchard* and *David Keel.*

DIVISION TWO

JASPER L. PHILLIPS
Division Correspondent

TWO NEW offices have just been completed in the Second. . . The Third District at Kinston and the Resident Engineers at Jacksonville . . . Landscaping has not been finished on either one . . . Hope to have pictures of these improvements later.

MEETINGS . . . The State Highway Employees Association recently held several gatherings . . . Craven and Pamlico County folks combined forces for a pig and chicken barbecue . . . It was Ladies Night . . . Resident Engineer *J. B. Cutchin* presided . . . A local colored quartet entertained with gospel singing . . . A note of thanks to *Mrs. Sibyl Smith* for her part in arranging the affair . . . Onslow and Jones County employees were treated to barbecue prepared on Supervisor *Johnnie Meadows'* farm . . . County chairman *M. A. Morton* spoke . . . Visitors included *Anne Askew* and *Mr. and Mrs. E. D. Credle* of Greenville . . . The Beaufort County unit met at the district shop . . . *Earl Crump* spoke . . . About 145 members and their wives attended . . . Barbecue was served and a special movie shown . . . District mechanic *W. E. Smith* presided . . . Division equipment superintendent *J. L. McDonald* was on hand . . . The Pitt County unit enjoyed an oyster roast . . . *Withers Davis*, past president of the Association, addressed the gathering . . . Square dancing topped off the evening . . . The Pitt County unit officers are pictured below . . . Left to right: *C. D. Bass*, unit secretary-treasurer; *J. L. McDonald*, unit president; *Merle Adkins*, first vice-president of the State group; and *Otis Banks*, executive secretary of the



PITT COUNTY OFFICERS OF NCSHEA



THE L. F. WATERS . . . SQUARE DANCE WINNERS

State group . . . Prize winners of the square dancing—*Mr. and Mrs. L. F. (Sunshine) Waters* are shown in the foreground.

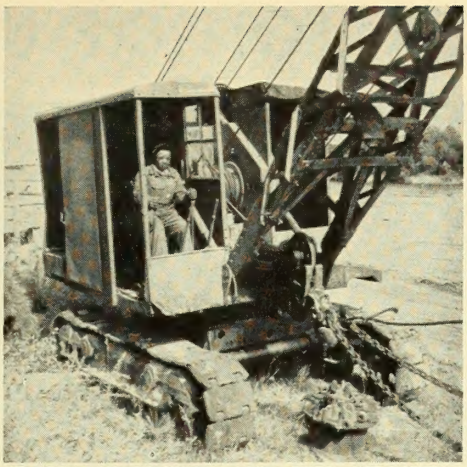
SICK BAY . . . Many people in the Second have been ill with flu . . . Those out for a few days include: District engineer *J. J. Gilbert*, District One maintenance supervisor *Hughes White*, and the following equipment employees: *J. L. McDonald* and his wife, *G. C. Simmons*, *R. P. Rodefer*, *P. L. Fields*, *B. T. Joyner*, and division shop foreman *L. F. Waters'* wife.

HOSPITAL ZONE . . . *Mrs. E. D. Credle*, wife of the division parts clerk, spent a short time in Watts Hospital . . . *Mrs. Harold Dail* of the District Three office convalesced at home after an appendectomy at Lenoir County Memorial Hospital . . . *Mrs. Ethel (J. L.) Overton*, wife of the gang foreman at Aurora, is improving after a minor operation in Washington Tayloe Hospital . . . *Mrs. Ethel (T. F.) Harris*, wife of the supervisory foreman at Washington, was hospitalized with virus pneumonia . . . *Roland Edwards* was critically ill with tetanus in the Tayloe Hospital . . . Former employee *George W. Cahoon* who resigned last October due to tuberculosis and is now at the VA Hospital in Oteen writes: "I've gained 18 pounds in two months and am much improved. The new drug being used on tubercular patients is very active. I hope to be back home in about 7 or 8 months."

AT THE ANNUAL meeting of the Greenville White Shrine in March assistant division engineer *Jasper L. Phillips* assisted Mrs. Mildred Kennedy in presiding . . . Left to right in the picture are: Mrs. Kennedy, W.H.P.; *Mr. Phillips*, W.O.S.; Mrs. Hilda Laughinghouse, Worthy High Priestess; and Albert Scott, Watchman of Shepherds.

STORM AND FLOOD damaged the new fill at Snow Hill . . . The Greene County Courthouse can be seen in the background . . . High water interfered with repairs . . . The road was closed for 10 days . . . Fortunately no one was injured by the cave-in . . . Traffic is now proceeding as usual.

SYMPATHY to *Till Paul Hollowell* in the recent death of his father.



RANSOM GREEN AND HIS SHOVEL

TWO SETS of new parents in the Second . . . Machine operator (TO) and *Mrs. Mayhew M. Smith* announce the birth of a son, Michael Ross Smith . . . She's the former Thelma Marie Ross . . . *Mr. and Mrs. H. R. Guirkins* have a new daughter, Shannon Marie . . . He's a machine operator (MGO) at Washington . . . Mrs. Guirkins is the former Polly Cutler.

RECENT RESIGNATIONS include *D. T. Fisher*, section foreman helper at Scranton, and *John R. Hawkins*, machine operator (TO).

PROMOTIONS . . . *O. F. Austin*, *J. L. Overton*, *E. G. Credle* from section foreman to gang foreman . . . *W. L. Jones* from machine operator (RMO) to section foreman . . . Marvin Warren from section foreman helper to section foreman . . . *H. B. Congleton* from truck driver to section foreman helper . . . *J. R. Moore* from machine operator (TO) to machine operator (BD) . . . Congratulations to each!

BACK from a year's service with Field Artillery of the National Guard is *R. L. Veilette* . . . He has his old job with the sign department.

FAMILIAR TWOSOME . . . General *Ransom Green* and his shovel . . . He started as a shovel operator's helper in 1930 and was promoted to a shovel operator in 1941 . . . Most of his time was spent operating the machine as shown in the picture till it was retired last summer . . . His friends never see the machine without thinking of *Ransom*.

MAURY maintenance shop employees enjoyed a barbecue supper recently . . . *Heber Gray* gave a talk on safety afterwards . . . Greene County hopes to continue its 100 per cent accident-free record of the past month.

DIVISION THREE

SAM M. WILSON
Division Correspondent

PALM SUNDAY was a momentous day for *W. C. (Squats) Cooper* . . . His daughter, Martha, was married to W. N. Ingold of Mt. Gilead in the Grace Methodist Church in Wilmington . . . *Squats* is a resident engineer and has been with the Commission for 26 years.

COINCIDENCE . . . *Gordon Creech*, engineering aide, got a new job and a new baby all in the same day . . . He started with the Commission one morning but was called to Columbus County Hospital at 11 to see his new baby girl.

C. T. PRESTON, engineering aide of Wilmington, is all smiles since the purchase of a car . . . A '37 Chevvy.

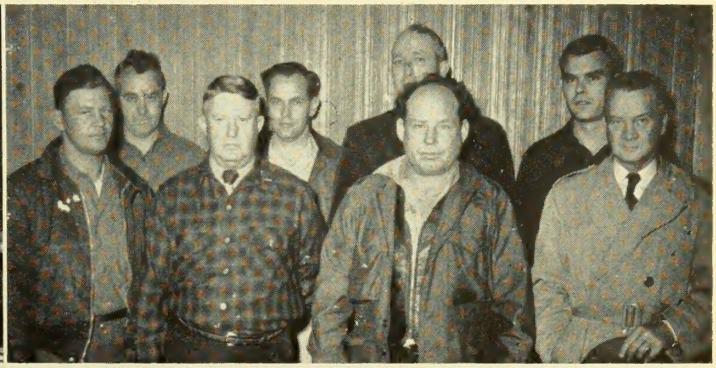
MEN OF DISTRICT ONE pause for a picture . . . Left to right: *Harris Griffith*, engineering aide; *W. C. (Squats) Cooper*, resident engineer; *Edward Thorpe*, engineering aide; *R. S. Covington*, highway engineer; and *C. T. Preston*, engineering aide.

CONSTRUCTION party of Wilmington was just ready to go to work on Fishing Creek Bridge when they obligingly posed for our photographer . . . On the front row from left to right are *R. S. Benson*, engineering aide; *C. D. McKethan*, highway inspector II with 28 years of service; *J. C. Reaves*, engineering aide; *Hal Y. Miller*, inspector . . . On the second row: *O. R. Piner*, highway inspector; *C. S. Mayer*, highway engineer 1; *R. A. (Bob) Ashworth* resident engineer with 21 years of service; and *M. J. Tatum*, engineering aide.

SPEEDY RECOVERY to those folks on the sick list . . . *A. K. Mallard*, District One maintenance supervisor, has been out with a heart ailment . . . *"Big Duck"* was missed by his highway associates . . . Bladen County maintenance superintendent *B. T. (Mutt) Bordeaux* of Elizabeth-

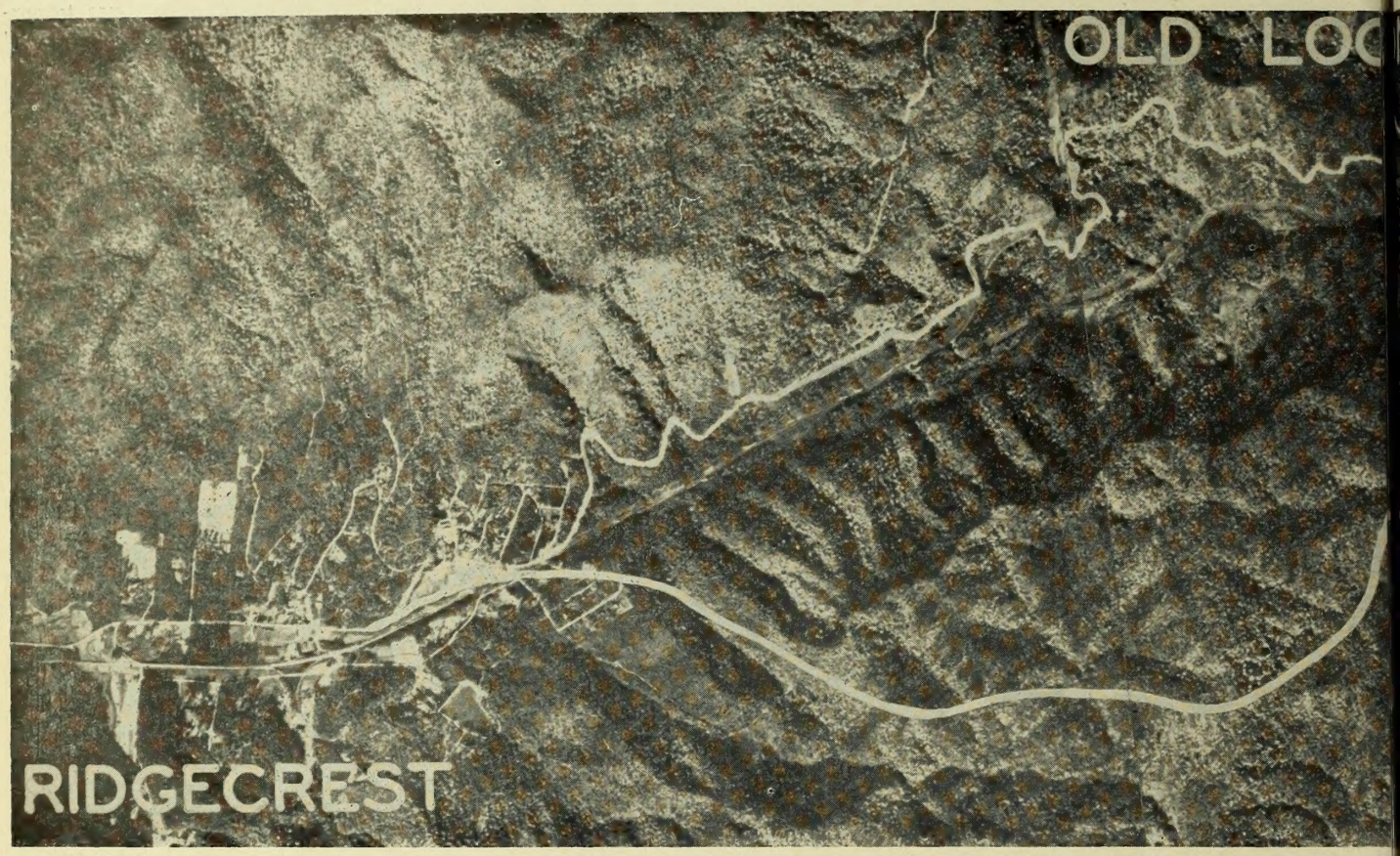


THIRD DIVISION . . . MEN OF DISTRICT ONE



WILMINGTON . . . CONSTRUCTION PARTY

RELOCATION OF U.S. 70



town; *L. D. (Lonnie) Hubbard*, maintenance supervisor of Cumberland County; and Truck drivers *W. C. Melvin* and *Floyd Edge* have also been ailing.

J. C. PARKIN and his wife went to Georgia recently for a visit . . . He's a resident engineer.

HERE ARE the good people of District Two in Whiteville . . . Left to right are *F. A. Jennings*, district mechanic; *E. N. Pearsall*, supervisor of Brunswick County; *J. C. Parkin*, resident engineer; *E. L. (P) Green*, district engineer; *Mrs. M. J. Tate*, stenographic-clerk; *C. R. Roberts*, supervisor of Columbus County; *B. T. (Mutt) Bordeaux*, supervisor of Bladen County; and *W. A. Mahoney*, superintendent of Prison Camp 303.

DIVISION FOUR

WADE H. PRIDGEN
Division Correspondent

KEY PERSONNEL of District Two Comprising Johnston and Wayne Counties are photographed . . . Reading from left to right with their titles and dates of employment with the Commission are: *J. J. Cole*, resident engineer for Wayne County, August 10, 1928; *H. T. Noell*, road maintenance supervisor for Wayne County, March 1, 1921; *Miss Mary Edmundson*, stenographer-clerk for the district office, July 1, 1931; *T. B. Sasser*, superintendent of Wayne County prison camp, August 8, 1949; *W. H. Adams*, district mechanic, December 15, 1915 . . . On the back row are: *C. H. Giles*, resident engineer for Johnston County, October 14, 1919; *R. W. Dawson*, district engineer, September 1, 1932; *R. G. Lane*, superintendent of Johnston County prison camp, June 1, 1937; *J. V. Walters*, road maintenance supervisor for Johnston County, February 16, 1924; and *T. C. Gupton*, field mechanic, August 2, 1921.

FOLKS ON the sick list for the Fourth include: Construction employee *H. S. McDonald's* mother; Right of way employee *Estelle Grant's* father; *C. I. Sellars*, road oil payloader; *F. H. Pennington*, district one employee; *M. H. Boyette's* wife; *R. C. Smith's* wife; *R. R. Kornegay; W. H. Watkins; Odis Baker's* wife; *Clarence P. Sledge; T. W. Mooneyham;* Location man *Dave Hancock* and his wife; District two employee *Ira Bryant;* and District engineer *R. W. Dawson.*

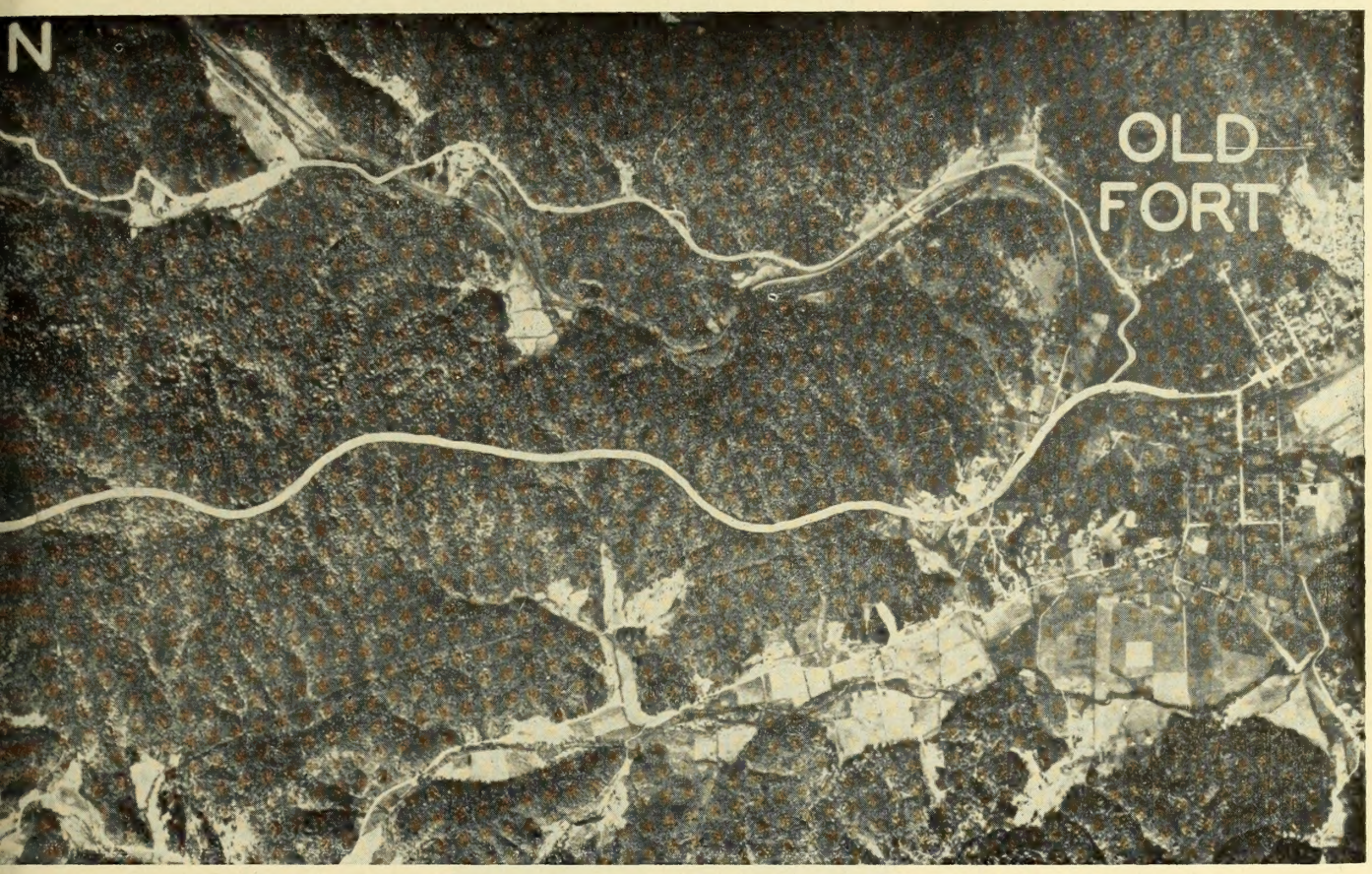
HOSPITALIZED were *Joe Stanley's* daughter, *Judith*, with tonsillectomy; *W. F. Pendergraft's* daughter, *Barbara*, with appendectomy; and construction employee *Howard W. Harris.*

INFLUENZA kept location employee *Dick Gregory* and two road oil employees



DISTRICT TWO . . . WHITEVILLE . . . DIVISION THREE

ETWEEN OLD FORT AND RIDGECREST



R. A. Pearce and *Willie Patterson*—ay from work for a few days.

GOOD-BY AND GOOD LUCK . . . *Monk ebb*, construction department, resigned play baseball in Texas . . . *William arr* transferred from location department to construction . . . *Wesley R. ngum* transferred from construction to otor Vehicle Department in Raleigh . . . *S. Griffin*, highway inspector 1, is on ve of absence attending a refresher urse in flight instruction . . . *Herman eech*, Johnston County Prison Camp, s resigned . . . *A. L. Stanley*, road oil ler operator, is on military leave and th the Navy at San Diego.

WELCOME to the following new employees . . . *Elton V. Oliver*, Pine Level; *ibon Bullock*, Apex; *Leon Collins*, quay Springs; *Nathaniel Perry*, Wake rest; *R. A. Abbott*, Henderson, *P. D. mgarner*, Louisburg; and *John R. nes*, Bailey.

CONGRATULATIONS to the proud rents with new babies . . . *Mr. and Mrs. B. Barnes* . . . *Mr. and Mrs. Elvertis nes* . . . *Mr. and Mrs. Jasper White* e's a section foreman helper in district ree) have a baby girl . . . *Mr. and Mrs. J. B. Alford* (he's a pan operator in district three) have a new baby boy.

SARAH DILLON, stenographer in the division office, enjoyed a week's vacation in Washington, D. C. . . She was visiting her sister who has a new baby boy.

BEST WISHES to *Donald Woodard*, division shop employee, upon his recent marriage to Myrtle Hardison of Walstonburg.

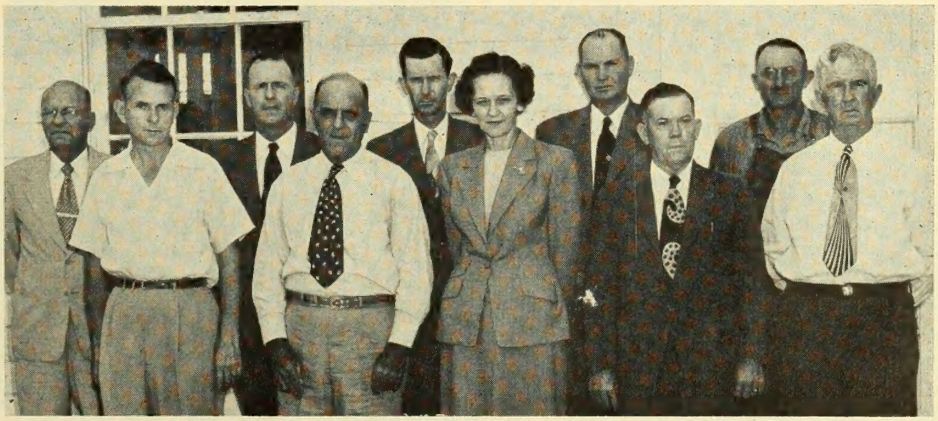
ALLIS-CHALMERS held a school at the division shop with 71 employees on hand . . . They adjourned for barbecue at Parker's . . . Very informative meeting.

DIVISION FIVE

J. W. JENKINS
Division Correspondent

THE MANY FRIENDS of *Jesse H. Proctor*, formerly District Engineer at Durham, were shocked to hear of his passing on Thursday morning, February 28 . . . He had suffered a cerebral hemorrhage about 3 p.m. the day before while at work in the office . . . He was rushed to Watts Hospital but died the following morning without regaining consciousness.

HIS FRIENDS were many as he was well-known and liked by a host of his



FOURTH DIVISION . . . KEY PERSONNEL . . . DISTRICT TWO



JESSE H. PROCTOR

co-workers in the Commission . . . His was a pleasing personality which endeared him to all he worked with and came in contact with . . . He gave 30 years of faithful and efficient service to the State and took great pride in his work . . . *Jesse* rendered a fine public service and will be missed not only in the Highway, but by the hundreds of friends he possessed throughout the State.

BORN in East Durham in April, 1900, *Jesse* attended old Trinity College and received his Civil Engineering Degree from State College in Raleigh . . . He was employed first in the Locating Department but later transferred to the Construction Department in the old Fourth District at Durham . . . In 1931 he was promoted to District One Engineer with headquarters in Durham.

HE WAS married to Rosa Rogers who survives him with two sons, J. H. Proctor, Jr., and Fletcher Proctor . . . *Jesse* was a member of the N. C. Society of Engineers, Durham Engineers Club, the Masons and the Shriners, the Personnel Committee of the N. C. State Highway Employees Association . . . He had served on the Board of Stewards of Trinity Methodist Church, of which he was a member.

JESSE was a man of sterling character who always put his work first . . . Our sympathy to his family in their sorrow.

ORANGE BLOSSOM SPECIALS . . . *Charlie J. Powell*, Caswell County truck driver, married Nancy Richardson in February . . . They honeymooned in Florida . . . Another Caswell County truck driver, *Jimmy K. Reynolds* married Lurlene Harris recently . . . *Wilbur Lloyd*, section foreman in Caswell County, married Eula S. Pike in March . . . Jean Burkhead White was married in April at College Place Methodist Church in Greensboro to William Henri Stout . . . They are living in Wilmington as Mr. Stout is employed by the Commercial Credit Corporation . . . Jean is the daughter of District Three Engineer *W. W. and Mrs. White.*

TWO PAN operators—*Jesse O. Bland and Howard Wall*—recently resigned to work with a contractor.

AFTER HOURS FUN . . . The Orange County maintenance folks lined up for a delicious barbecue dinner prepared by section foreman *Noah R. Swainey* and served at the prison camp . . . *C. I. Walters*, road maintenance supervisor, was in charge . . . Oxford maintenance men and their guests had an informal get-together supper at the highway garage . . . It was a Dutch affair and the gang enjoyed two large pots of brunswick stew . . . Person County employees met at Roxboro for a NCSHEA meeting with unit chairman *C. W. Crissman presiding* . . . Chicken stew served.

NEW FACES . . . *Adam Shores* was employed to help bridge maintenance supervisor *K. R. Scott* work up cost data on bridges improved on bond roads . . . *Mrs. Elizabeth K. Watt* was employed in the division office at Greensboro . . . She replaces *Mrs. Estelle Wiley* who resigned last November.

ASSISTANT division engineer *J. W. Jenkins* is pinch-hitting in District One since *Jesse Proctor's* death.

F. F. GOOLSBY, State section foreman, Rockingham County, returned home from the Piedmont Hospital . . . Getting along fine but will be out from work for several more months.



MRS. WILLIAM HENRI STOUT

DIVISION SIX

EDWARD C. DARDEN
Division Correspondent

INFLUENZA took its toll in the Sixth . . . All departments had their share . . . It would be hard to tell which one lead the flu campaign . . . The casualties are too numerous to mention.

THE CANNERY at prison camp 6 in Moore County can now take on mo any size canning project . . . A ne vegetable cutter, pea sheller, steam kettl and other equipment have been added . Superintendent *C. M. Jackson* says ov 50,000 gallons were canned last year.

RECENT RESIGNATIONS . . . *Jam Martin*, stock room clerk, and *E. McGrath*, welder, of the division equ ment depot left to join the new Gene Electric plant in Asheboro . . . The pla will make electric blankets . . . *Emm H. Lawrence*, mechanic in Davidson, signed to go with a farm equipme company in Lexington . . . *Emmett* h 31 years service with Randolph and Gu ford counties and the Commission . He was only 51 years old . . . *Ike Hillia* farm foreman of the Asheboro pris camp, resigned to take up farming fu scale . . . He had been with the pris department for 5 years . . . *E. C. Fiel* sign erector at Sanford, resigned to wo with the City of Carthage . . . *Guth Thomas* of Sanford replaces *Fields* . *Luther Hayes* replaces *Howard Barnes* a sign erector at Lumberton . . . *J. Smith* of Rockingham, rodman w location, resigned.

MR. AND MRS. CLAUDE C. MARL of Asheboro have a new baby daugh . . . *Claude* is a clerk in the division sh

CALL TO COLORS . . . Pfc. Frank Lennon, son of *Mrs. Floy Burkhead* w is the secretary in Asheboro, is n serving at Naha Air Force Base Okinawa . . . *James Bean*, bridgeman Randolph County, was drafted in t Army recently.

NEW EMPLOYEES . . . *Junius C. Jo* in Sanford and *Thomas S. Reeder* Asheboro are working with the equipm department.

SPEEDY RECOVERY to those fo who have been sick . . . *A. Z. Willia Jr.*, right of way engineer, was confi to the veterans hospital in Fayettevi for three weeks . . . *S. D. Tynd* Harnett County gang foreman, had heart attack recently but is back at wo now.

L. M. MITCHELL, bridge foreman, a *Tommie Williams*, mechanic, are rea farming on a big scale . . . They recen purchased a motor driven plow.

O. L. PRIEST, mechanic in Asheb was all smiles when his son, Lynn, ma the "All North State College Footb Team" . . . Lynn is a freshman at Len Rhyne College.

DIVISION SEVEN

CHARLES R. SMITH
Division Correspondent

A TRIP TRAFFIC signal which w recently installed at the intersection NC 151 and 27 near Midland sho reduce accidents at this dangerous int



FOUR OFFICIALS . . . DISTRICT ONE . . . SEVENTH DIVISION

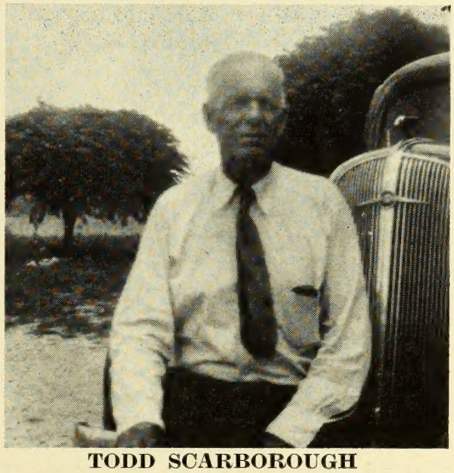
ction . . . Traffic on NC 27 between bemarle and Charlotte will have the een light all the time unless the trip vice is activated on NC 151.

DISTRICT correspondent, *Murr owder*, submits this bit of verse:

"I read ROADWAYS carefully when
received,
Then I find I have been deceived.
I have given to this magazine my best
Then I find a lot of my articles never
reach the press.
About photographs I am not aloof
One large picture cost a buck for the
proof."

FOUR officials of District One are ctured above . . . From left to right are *N. McWhirter*, supervisor; *T. F. yall*, district engineer; *J. B. Pridgen*, pervisor; and *R. L. Chew*, supervisor . These four men have given more than 2 combined man-years of service to the blic . . . Their activities might be com-red to a journey on a stormy sea . . . eir untiring efforts through hardships, eat and toil weathered the storm . . . oof that they are about to reach home ore are the ribbons of hard-surface ghways which have replaced the muddy, sty lanes of the '20's.

SICK LIST for the Seventh . . . *Curtis rgett* is recovering from an appendec-ny . . . *R. G. Holden, H. R. Shelton, llis Tilson, Marvin Jones, Thomas sham* and *J. M. Jolly* were all out sick . *Cliff DeBerry*, steward of Stanly ison camp, is in a cast recuperating m a major spinal operation . . . The ves of two road oil employees—*Dewey Starnes* and *Glenn F. Starnes*—are covering from recent operations . . . "Sonny" Thomas, son of *Mr.* and *Mrs. M. L. Thomas* of China Grove, is recuperating after being hit by a car while riding his bicycle to school . . . Blacksmith *C. W. Graham's* wife had an operation for a serious back condition and is still at Rowan Memorial Hospital . . . *T. R. Scarborough* suffered a heart attack and won't be back to work for awhile . . . His friends hope *Todd* will soon be well . . . *R. L. Rush* and *George Allen* have been out due to indefinite illnesses . . . To each, a speedy and complete recovery!



TODD SCARBOROUGH

MR. AND MRS. *Horace Ledbetter* have a new son born in January . . . Congratulations!

THOUGH late, our best wishes to *Mr. and Mrs. Ellis G. Price* who were married in the fall.

OUR SYMPATHY to *Mr. and Mrs. O. M. Marsh* in the death of their new baby . . . To *W. C. Rich* in the death of his sister . . . To *J. L. Graham* in the death of his mother . . . To *R. T. Rollins* in the death of his mother . . . To *James H. Almond* in the death of his mother . . . To *Joe* and *Jim Graham* in the death of their mother.



BIRD HUNTER . . . J. P. THOMAS

NEW EXTENSION of the sub-shop recently finished at Albemarle is shown below . . . Mechanics are *Robert Moss*, sitting; *G. A. Holt*, leaning on car; and *Grover Rogers* in doorway . . . The second picture shows *G. A. Holt*, Equipment superintendent *P. R. McCorkle*, *Grover Rogers*, and *Robert Moss*.

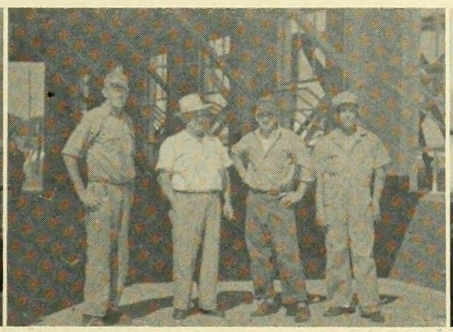
THE SEVENTH was saddened by the death of *R. B. Finison* and *B. A. Robinson* . . . *Mr. Finison*, father of maintenance supervisor *E. M. Finison*, was superintendent of Montgomery County prison camp for many, many years . . . He retired two years ago and had been in declining health in the Veterans Hospital at Fayetteville . . . *Mr. Robinson* had been superintendent of the Stanly County prison camp for about two years.

VACATIONS . . . *W. T. Kincaid*, machine operator, just returned with his pack of 20 fox hounds from a successful week of hunting in eastern Carolina . . . *J. C. Gwinn, R. T. Rollins* and *Ralph Alderman* report "No Catch" on a Cape Fear River fishing trip . . . Resident engineer and *Mrs. W. A. Little* are back from an extended southern trip which included New Orleans.

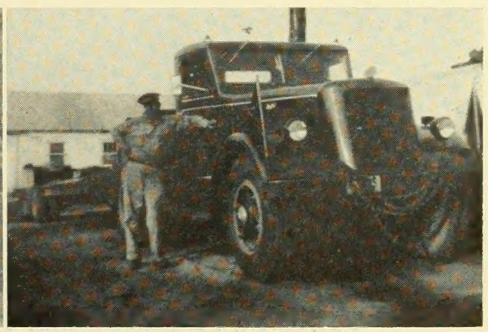
GANG FOREMAN *J. P. Thomas* has turned out to be the chief bird hunter of Burnsville community . . . The last Saturday afternoon of the bird season he bagged his limit in a short time.



NEW SUB SHOP



SHOP EXTENSION . . . ALBEMARLE



F. E. WILHELM

ARMY DOINGS . . . Uncle Sam sent "Greetings" to *Clyde H. Shinn* and he's now in the Army . . . *Jerry L. Caldwell*, former clerk in division shop office who volunteered for the Air Force last fall is stationed at Francis E. Warren Air Base, Wyoming . . .*Fred B. Payne*, former supply truck driver who was inducted last September, is an MP in Frankfurt, Germany . . . *Douglas Moss, Miles Annas* and *J. R. Driscoll* who have been in Korea for 18 months are in line for early discharges.

F. E. WILHELM, tractor trailer operator, who moves heavy grading equipment in Stanly, Cabarrus and Rowan counties, is pictured below . . . He's been with the maintenance department for a number of years and is very proud of his new Corbitt and Trailer.

FAREWELL to those who have resigned and retired . . . *George R. Winecoff* resigned to do full-time farming . . . *W. C. Phillips* retired to engage in private enterprise . . . *D. C. Biggers* is being retired on disability.

BACK ON THE JOB . . . *Carl H. Snipes* of Winston-Salem has been reemployed by the construction department and is located at Concord . . . *William D. Gaddy* who resigned to attend college has been reinstated as an engineering aide at Wadesboro . . . *Robert M. McAllister* and *Weldon W. Lowder* located with the construction department at Concord and Albemarle respectively are on the permanent payroll as engineering aides.

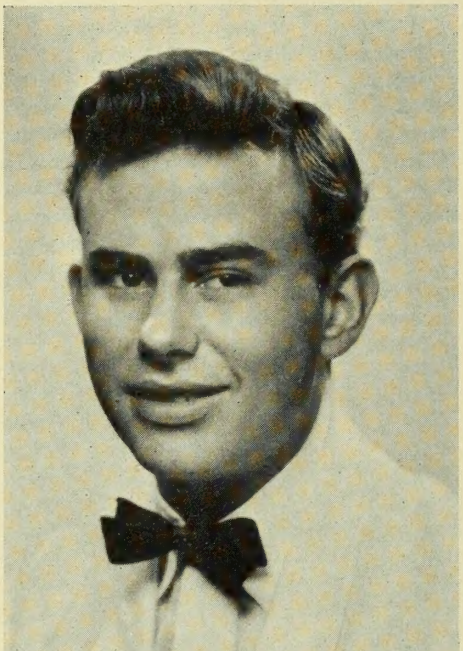
HONORS . . . All the Eagle Scout awards made at the February Court of Honor in Albemarle went to Troop 41 of New London, a unique distinction in Stanly County scouting . . . *E. L. Setzer* is scoutmaster . . . Those receiving awards were Horace Mabry, Joe Frank Harris, Lowell Miller and David Setzer . . . Office engineer *Charles R. Smith* was reappointed American Legion Baseball Commissioner for Area Three comprising 29 central Carolina counties.

BRIDGE FOREMAN *M. C. Bolick* reports the last bridge has been replaced that was washed out by the early spring rains.

DIVISION EIGHT

JAMES H. COUNCILL
Division Correspondent

HERE'S the handsome two-story red brick office building of the Eighth Division at North Wilkesboro . . . Set far back from the road, it faces NC 115 . . . The sign shop, equipment and maintenance depot are located across the road . . . The office building was designed and constructed by division personnel . . . Since its completion in 1949, it has served as a model for other division headquarters.



3-LETTER MAN . . . JOHN ATWELL

LOCATING engineer *Guy Lillard* and his wife had a grand 3,200 mile trip around Florida in the winter . . . He's pictured with a few of the Baracuda and amber jack that he and Mr. Robert Graff of Virginia landed when they went deep sea fishing off Key West . . . "That's not all the fish we caught either", he claims . . . "One weighed 55 lbs., was four feet long, and took us 30 minutes to land!"

PAULINE PUGH just got back fro a two-week vacation in West Palm Beac Florida . . . She's the secretary in distri three office . . . First district engineer a Mrs. *R. B. Fitzgerald* also returned fro a Florida vacation.

ROAD OIL foreman *Ernest Neal*, bett known as *"Big Neal"* is evidently pla ning to start the season in high gear . Our last report showed he'd lost pounds on his winter diet . . . He's st going strong—or should we say light?

J. F. (BURR) BIVINS of Elkin resig ed to go with a contracting firm—Cleme Brothers—in Lenoir . . . We regret lose *"Burr"* who started with the Co mission in 1926 . . . *J. E. Doughto* resident engineer at North Wilkesbo will replace *"Burr"* . . . Good luck both in their new work!

GOOD to see road oil foreman *J. Stikes* back at work after a 30 day illne . . . He's one of the division's most fait ful employees.

PICTURED at left is *John Atwell*, three letter man—baseball, basketball a football—and senior at Elkin Hig School . . . His dad is road maintenan supervisor *James Atwell.*

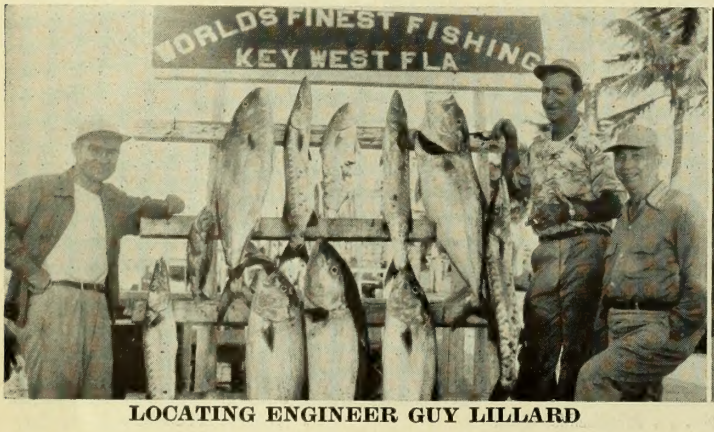
DIVISION NINE

MRS. JEAN CLINE
Division Correspondent

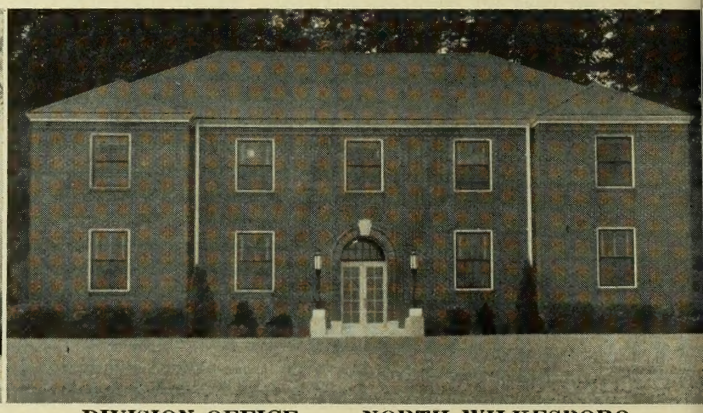
FOLKS IN LINE to receive 30-ye service emblems include *Thad Baxte Guy, Ivey Odist McCarthy, Guy Rupe Smith, Tommie Lee Vickers, John Brow Young, W. A. McNeill, Sam Jones Kno E. R. McGimpsey* and *S. B. Brinkley.*

TWO MEN—*Alvin William Rader* an *Abner Morgan Reel*—have 25 years service to their credit.

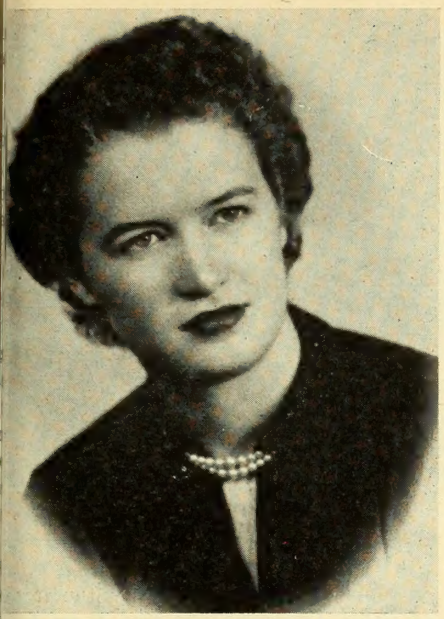
THOSE WITH 20-year records includ *Floyd Alexander Brawley, Lawrenc Emra Cline, Ivey Bowman Curlee, Wi liam Thomas Dyson, Robert Lee Gu Avery Killian, John Frank Morriso Wade Cornelius Pharr, Charles Alber Poovey, John Claris Robertson, Ray Ale ander Shoemaker, William Arch White Floyd Emmett Whitener, Richard E*



LOCATING ENGINEER GUY LILLARD



DIVISION OFFICE . . . NORTH WILKESBORO



NORMA DEVINNEY . . . ENGAGED

urrent, Sam Jones Knox, Henry H. Veaver, James Washington Bailey, Robert red Barnes, Arthur Augustus Crawley, Earl Rhodes Edwards, Jess Foster, Hicks inors Hamrick, Ralph Lorain Harmon, loyd Shehan, Arthur Allen Thompson, very Carswell Wakefield, Horace Richrd Williams, and *Guilford Jerrel Young.*

THIRTEEN MEN qualify for 15-year ervice emblems . . . *Edgar Ford Cannon, obert Lee Carpenter, Columbus Furman onstance, Harry David Plant, William obert Rucker, George Henry Curtis, enjamin LeRoy Reep, John I. Church, lenn A. Mull, Avery Martin Aiken, mmett Herman Cline, Clarence Wooten nox,* and *Crowson Alexander Matlock.*

SEVEN EMPLOYEES are in line for 0-year pins . . . *George Thomas Bennick, rice Wesley Crisson, Roscoe Beacher all, Eli McCurry, Nelson A. Lewis, Jr., . Neal Porter,* and *Claude Heighlh Eury.*

CLEVELAND COUNTY truck driver, *ete Noggle,* and his wife are all smiles ince the birth five months ago of their on, Larry . . . He's their first child in 7 years of married life . . . See Lary elow.

THESE FOLKS have chalked up five years of service . . . *David Biddix, William Clifford Campbell, Stanford James Case, Olin Harvey Davis, Ringo Parnell Freeman, Dwight Ray Hamrick, Dewey Alvin James, Foy Columbus Ledbetter, Crawford Miller Martin, Oliver McKinley Mull, Wilson Edgar McCurry, Yates Augustus Padgett, Gene Pruett, Charles Grover Randall, Thomas Homer Sluder, Bill Phifer Wakefield, Lewen Westmoreland, Arthur Williams, Jr., T. M. (Bud) Austell, W. H. Barrett, D. L. Cash, Richard Danner, W. J. Edwards, J. C. Gaither, R. E. Geer, W. T. Harbin, J. L. Jolley, V. B. Miller, C. L. Rector, R. R. Nichols, M. W. Runayn, Charles W. Self, J. L. Wakefield, H. C. Hastings, Jean Cline, P. T. Hollis, Fidelia Edney, R. E. Geer, Kenneth Emra Cline, Robert Wayne Connolly, Vance William Cranfill, Robert Doughton Fox, William Effie Holcomb, William Reden Laughter, Ben Ray Mills, Chloris Brett Patterson, Willis Cornelius Pharr, James Ray Robinson,* and *James Thomas Stikeleather.*

THE CHARLOTTE OBSERVER handed a richly deserved bouquet to highway employees who were called out for extra duty on snow removal . . . We quote: "We have unsung friends standing by . . . Those men on the highway crew who were out at all hours spreading sand on the steep grades to accommodate those of us who did not have any more gumption than to be driving from town . . . They were there when we needed them, though we are hardly conscious of them when the road is dry and the weather fair.

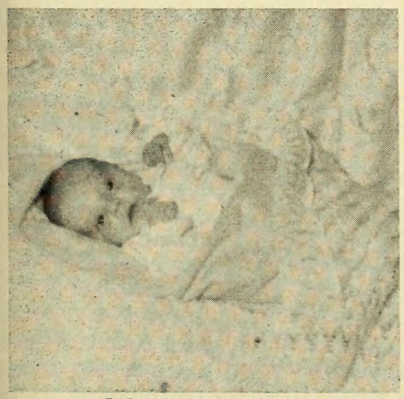
"AND THEN without rest, they had their snowplows out clearing the highways in the cold gray dawn. Even the secondary roads were scraped before breakfast, so that those who had to be somewhere early could get there without too much inconvenience."

CONDOLENCES to the family of *J. A. Vassey* who was killed by a slide at a gravel stock pile . . . To *Tom Dycus,* construction employee, in the loss of his father, William Dycus . . . To *W. D. Jolly* of Taylorsville in the loss of his small daughter, Katherine Marlene . . . To maintenance supervisor and *Mrs. H. B. Shearer* in the death of her father in Adell, Georgia . . . And to maintenance employee and *Mrs. John Cousey* in the loss of their four months-old infant.

GET WELL WISHES to Gaston County gang foreman *T. H. Cloninger* who has been confined to his bed for some time . . . To *J. W. Bailey* who had an operation . . . To *Willard R. Ricks* who was sick with mumps . . . To veteran construction employee *E. P. Jones* who has been in Moore General Hospital since November . . . To Statesville construction employee *R. E. Current* . . . To *J. C. Gaither* . . . To *Ray Nichols* with construction party at Shelby who was in the hospital . . . To construction employee *Ralph Hord's* wife who is recovering from a major operation . . . To Shelby shop man *Ben Palmer's* wife who also had a major operation at the Shelby hospital . . . To mechanic *A. L. Hardin's* wife who is still in the hospital . . . To *D. F. Rogers* (mechanic in division shop) and to *J. C. Tilley* (foreman) . . . To *Roy A. Terrell* who was ill with mumps . . . And to *James L. McClure* who had an operation at Moore General Hospital . . . And to *Division Engineer L. B. Peck.*

"WITH THIS RING" . . . At left is a picture of Norma Devinney, daughter of Mr. and Mrs. A. B. Devinney of Shelby, who is engaged to marry *Pvt. Max Callahan . . . Max,* former Cleveland County truck driver, is stationed at Fort Belvoir in Virginia . . . Barbara Ann Jarrett, daughter of Elifus Beauregard Jarrett and the late Ora Freeman Jarrett, of Shelby will be married soon to *Luther Howard Beam,* son of Mr. and Mrs. Charles Stough Beam of Fallston . . . *Howard* is in *Mr. Cantrell's* construction party at Statesville . . . *Ken Mauney* of Cherryville married Nola L. Cody of Gastonia last fall . . . *Ken* is in charge of Shelby construction party.

WELCOME to *Hilton Eades,* construction, who was just discharged from the Navy after a year's service . . . To *Carl Bowen,* highway inspectior, who worked six years in the Seventh Division . . . To two new maintenance employees—*Roy Lee Marlowe* and *Jack C. Wilkerson* . . .



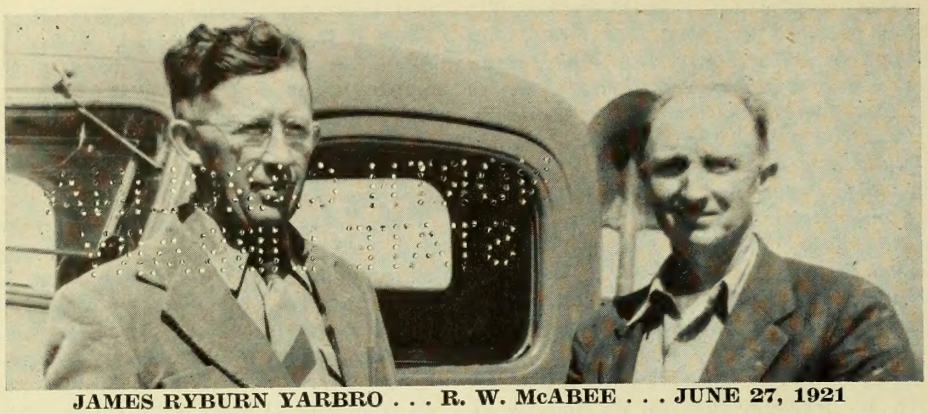
LARRY NOGGLE



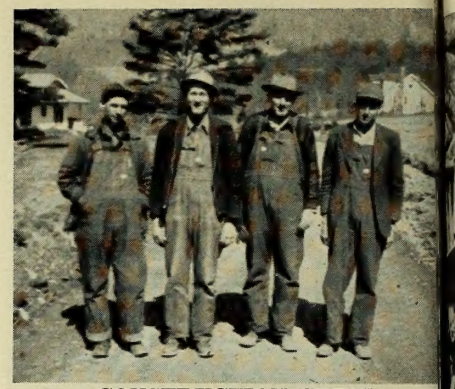
30 YEARS . . . L. B. PECK



S. B. BRINKLEY . . . 30 YEARS



JAMES RYBURN YARBRO . . . R. W. McABEE . . . JUNE 27, 1921



CONSTRUCTION CREW

To new construction employees *H. L. Allison, Robert Maloney, T. E. Fulbright* and *S. J. Jones* . . . To *Joseph F. Laughridge* who returned to the Commission after being with Dickerson Construction Company for several years . . . To *Henry Clay* who is back after an operation . . . and to *George Baker.*

THERE WERE nine resignations recently . . . Two district two employees—*R. W. Fisher* of Catawba County and *D. R. Millsaps* of Statesville—answered Uncle Sam's induction call . . . *Charles C. Williams* of Marion and *Jack J. Miller* of Morganton have gone in service . . . Highway inspector *Russell Thompson* accepted employment with a contractor . . . *R. H. Thompson* and *R. G. Honeycutt, Jr.,* left for other jobs . . . And *Ken Goforth* is off to the Navy, *Gene Crowder* to the Army.

FLORIDA seemed to be the vacation spot for several folks . . . *C. J. Beck* and family spent a week in Miami and Hollywood, Florida . . . Division shop employee *Harold Causby* and his family just returned from Florida . . . *R. G. Dellinger,* Gaston County truck driver, enjoyed two weeks in Homestead and Coral Gables—he wasn't homesick for the fellows back home till he paid a visit to the Monkey Jungle . . . Assistant division engineer *Ed Kemper* and his wife recently visited their younger son, Lt. R. B. Kemper, in Moultrie, Georgia . . . *The Kempers* came back by way of Florida . . . *P. L. Cantrell,* resident engineer at Statesville took a few days vacation in March.

SEE PICTURE of two men in the Ninth who will receive their 30-year emblems this year . . . *James Ryburn (R. R.) Yarbro* and *R. W. McAbee* are both gang foremen in Cleveland County . . . They are the only two employees in District One who will wear the 30-year pin . . . They both started to work on the same day—June 27, 1921.

TWO NEW BABIES . . . *Mr. and Mrs. Gene Brooks* have a baby boy, Kenneth Eugene . . . *Mr. and Mrs. John Rollins* announce the birth of a daughter . . . *Gene* works in the division office while *John* is employed at the division shop . . . Resident engineer *H. D. Smith* reports that three storks are hovering over his party . . . Watch your ROADWAYS for further developments.

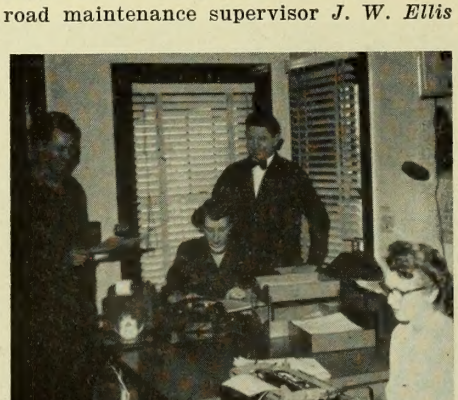
THE SAME *Mr. Smith* was pleased to have his son, Sgt. Richard Smith, home on a 30-day leave after 18 months in Korea . . . Mr. Smith has two other sons—Sgt. Hubert Smith, Jr. at Camp Stewart, New York and Pvt. William Smith at Camp Chaffee, Arkansas—in service.

DIVISION TEN

DAN TURNER
Division Correspondent

BUNCOMBE COUNTY Gang foreman *Carter Smith* has an unusual hobby of getting up at 2 a.m. to turn on the chicken house lights . . . He figures the chickens will start laying if they think it's daytime . . . If that doesn't speed up his egg production, he's been known to squeeze the chickens . . . *Carter* is also susceptible to the glib chatter of a pretty magazine saleswoman . . . It seems he ordered two subscriptions from her . . . He's yet to receive the first copy.

STORK CHATTER . . . District One gang foreman and *Mrs. C. W. Pritchett* are the proud parents of a baby girl . . . Two men in Yancey County—*Ben Griffith,* shovel operator, and *Thomas Tipton,* foreman—have brand new sons . . . There are two new grandpapas—Road maintenance supervisor *Joe Setser* and Avery County road maintenance supervisor *J. W. Ellis*



BILTMORE OFFICE

—who are beaming since the birth new grandsons.

OUR SYMPATHY to *Mack Hensley* the death of his sister, Mrs. M. S. Edwar . . . To the family of *Mrs. Frank Philli* who died in January . . . To the fami of *Dillie Lunsford* who was a mechani at Andrews until his recent death . . To *Mr. and Mrs. D. E. Hyatt* in the lo of their three year-old son, Samuel Davi

THE SICK LIST in the Tenth include *B. W. Stines, Hardy F. Meadows, B. Ammons, J. E. McDowell, W. L. Smit Mack Hensley, A. Claude Owenby* ar *Mrs. R. H. McClure,* wife of the roa maintenance supervisor.

PHIL COCK, District One supervisor distinguished himself in the City Leagu Basketball tournament recently . . . He a member of the Jaycee team and was or of their main scoring threats.

VAN NEAL, foreman in Buncomb County, is proud of his son, Jerry, wh played on the Woodfin High Schoo basketball team which got to the sem finals in the county before eliminated.

SUNDAY SCHOOL services have bee organized at Prison Camp 1003 . . . Th Murphy churches assist with the regula services.

FOUR of the Buncombe County co struction crew pose for our camera . . Left to right and with their years o service are *Bill Cudd,* 7; *Frank Johnson* 2; Gang foreman *Ben Snyder,* 23; *Harr Huntsinger,* 4 . . . They were grading fo a bond pavement at Rice's Branch.

FOLKS in the equipment office at Bil more pause for the photographer . . Left to right and with their service year are *Tommy Davis,* 2 . . . *Bob Cox,* 19 . . *Grace Lytle,* 8 . . . And *Elaine Brewe* 6 . . . *Mrs. Louisa Verna* was out sic the day the picture was taken.

SERVICE TALK . . .*Pfc. David Collet* son of shovel operator *Hubert M. Collet* is taking extensive training in Hawaii . . *Pfc. John D. Robertson* is with the U. S Army in Germany . . . *John D.* wa formerly employed in the construction de partment . . . Paul Lominac, Jr., is wit the Naval Air Corps on Okinawa . . . Hi father is a gang foreman.





AR WHEELS IN BUNCOMBE COUNTY . . MAINTENANCE FOREMEN . . MECHANICS . . BILTMORE EQUIPMENT SHOP

MAINTENANCE FOREMAN in Buncombe County line up just before quitting me one Saturday noon . . . On the front w from left to right are: County foreman *Van Deal, Carter Smith, Claud rown, Dillard Foster, Elmer Foster, lyde Hensley, Roy Daniels, Joe Jenkins, erman Pounders* . . . On the second row, ft to right, are: *L. G. Culbertson, Paul heppard, Herbert Roberts, Claud Pritnette, Ben Snyder, Jennings Foster, Jeter ash, Frank White, George Reepe,* and *Ed agan . . . Johnny Rymer* and *Lewis oberts* were missing when the picture as taken.

MECHANICS in the Biltmore equipent shop line up . . . First row, left to ght: *E. C. Best, D. L. Lawrence, Joe arter* . . . Second row: *W. R. Jackson, . H. Jones, W. E. Whitaker, G. C. Allen,* nop foreman; *M. W. Creasman, R. J. ee, R. W. Freeman* . . . Standing is quipment superintendent *Bob Cox.*

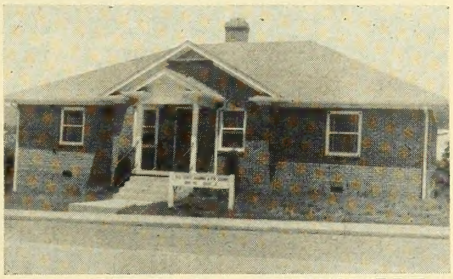


OOTAGE . . NEW SHED AT CRAGGY

NOTE the men laying footage on the ite of the new maintenance shed at raggy . . . It promises to be a roomy uilding with 180 foot frontage, 80 foot outh wing and 100 foot north wing.

PAUL CLAY, bridge foreman of Buncombe County, had a good vacation in Florida recently . . . Madison County foreman *E. A. Lumpkin* visited relatives in Eastern Carolina.

THE TENTH will lose three good men n July through retirement . . . They are *William C. Camby,* machine operator of Lauada; *Marvin B. Cabe,* laborer of Hayesville; and *James Luther Truett,* gang foreman of Andrews.



DISTRICT TWO . . . BURNSVILLE

EMPLOYEES of the District Two offices in Burnsville are very proud of their office building . . . See a picture of it above.

HEADQUARTERS

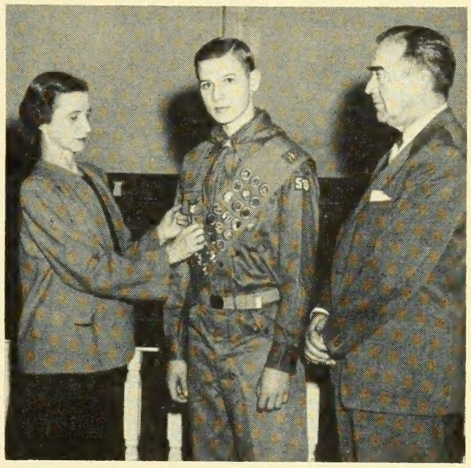
THE CHAIRMAN has an eagle in his family . . . The *Jordans's* oldest son, Henry H., recently earned his eagle scouting badge . . . See the three of them at right as *Mrs. Jordan* proudly pins on his eagle badge. Photo by Leonard Dudley.

RECENT RESIGNATIONS include *Eleanor Morgan,* safety; *Janet Marshburn,* statistics; *Mary Lib Hilliard,* legal; *Helen Ryan, Sally Bell Clark,* and *Geneva Stutts,* auditing; *Grace Nowell* and *Joan Daniel,* equipment; *M. E. Bass,* prisons; *Edna Jerome,* location; *Becky Griffin,* bridge maintenance; and *John W. Collier, F. N. Pearce, Allen G. Lee* and *Walter B. Jones,* bridge.

NEW EMPLOYEES are *C. W. Belton* and *J. H. Stott,* bridge; *A. W. Midgett, Lucille J. Winstead, Carolyn Curry,* and *Lonnie O. Russell,* statistics; *Louise High,* location; *Robert M. Rupert* and *T. T. Bobbitt,* roadway; *Mrs. Nell Bobbitt,* prisons; *Juanita Mitchell,* auditing; *Mrs. Ruby Sullivan,* legal; *Pauline Gooch,* purchasing; and *Mrs. Mildred Stewart,* bridge maintenance.

THREE TRANSFERS are *Thomas N. Holder* from Asheville equipment to statistics, *John L. Hines* to bridge, and *Mary Lee Stevenson* from purchasing to auditing . . . *W. Andy Ward,* former highway employee, has returned to traffic.

THOSE ON THE sick list were *R. W. McGowan,* roadway; *Mrs. Fred Jones,* equipment; *Dorothy Smith,* prisons; *Barbara Sykes,* legal; *L. V. Jay,* statistics; *P. A. Jenns,* location; and *Jessie Ruth Norris, George Parkin* and *Buck Smethurst,* bridge.



HENRY H. JORDAN . . EAGLE SCOUT

SYMPATHY to *J. W. Vick* of location in the death of his sister . . . To *Mrs. Robert Burch* in the death of her sister . . . And to *Nancy Howell* in the death of her grandmother.

CONGRATULATIONS to *S. Howard Shearin* on the birth of his first daughter, Linda Carroll . . . To *Barbara Satterfield* on the birth of a daughter, Debbie . . . To *J. C. Bradford* on the birth of his second child, David . . . And to *Bill Ware* on the birth of his third child, a boy.

FAMILIAR FACES . . . *Betsy McMillan Parks, Cleo Brewer* and B. F. Russell came by for a visit.

J. D. WILSON, will head the new consolidated prison records office . . . A former Hickory resident, he's been direc-



CHARLIE SNOW AND FAMILY

tor of classification at Central Prison since 1946 where he interviewed prisoners, conducted investigations, and prepared cases for the prison's classification board . . . He is married to the former Doris Newsom of Raleigh and they have two children . . . He replaces *Charlie Snow*, former identification bureau director, who resigned to work with a Wilmington electrical firm . . . In addition to his prison duties, *Charlie* took many fine pictures for ROADWAYS, for which we say "Thanks!" . . . His fellow-workers presented him with two new dress shirts . . . The *Snow* family is shown above . . . Meet Verna, Virginia, Charles Alfred (Cal), Pfc. Frank and *Charlie Snow*.

NUPTIAL NEWS . . . *Tom Park's* daughter, Susanne, was married to Ensign Walter Whitley (*Dan Allen* sent Tom a box of Post Toasties to give him strength for the occasion) . . . *Nell Bobbitt's* son, Ensign Charles P. Bobbitt, was recently married but is now stationed on the "Coral Sea" . . . *E. O. Brogden* married Carolyn Hope Marshall on May 10 at her home in Winston-Salem.

VACATIONS . . . Back from Florida are *Mrs. Mildred Ferrell* (Miami), *Mary Turner* (Lake City), *Nelle Brown* (Daytona Beach) and *Mr. and Mrs. Ken Wooten* (Key West) . . . Recent Washington, D. C. visitors included *Elizabeth Jackson* and *Edith Allen* . . . *Helda Ray* is back from Philadelphia . . . *Alderman Merritt* journeyed to New York to see Kirsten Flagstad's last performance at the Met . . . *Mac Loftis* and his wife, Jean, motored to Connecticut for a wedding . . . *Mr. and Mrs. Les Brown* drove to New Mexico to see his sister, Peggy . . . *Mrs. Sudye Seltman* went to Charleston to see the gardens.

HELEN PUCKETT AND BETTY MILES recently gave blood when the Red Cross Bloodmobile unit was here.

MRS. LOUISE HIGH was the lucky winner of an orchid for Easter when the envelope containing her name and money



J. D. WILSON

for Easter seals was drawn by little Rand Harris.

COINCIDENCE . . . *Roger Miles*, auditing, recently completed 30 years of highway service . . . He was 22 when he started with the Commission on April 22, 1922!

Tributes Paid To Burch And Jordan

IN A RECENT EDITORIAL *The Greensboro Daily News* paid tribute to the Highway Department's statistics and planning engineer, Jim Burch.

"It may be a poor time to take note of it, but the state as a whole and many municipalities are indebted to the statistical and planning work carried on by James S. Burch's division of the State Highway Commission whose 15 years' accumulation of vital highway information was damaged by fire in Raleigh," said the editorial.

"Placed squarely in the middle of a state department which stays in political turmoil most of the time, Burch has for many years steered his way narrowly through the middle of all political factionalism constantly seeking after the truth. Being an engineer and statistician, he knows figures never lie, and his job calls for decisions of judgment based largely on tangible figures, facts, if you please, which may be displeasing to politicians when they don't provide answers desired.

"But Burch, so far as we have observed, has never let anybody's wishful thinking overrule what the figures say. For this reason some factions on occasions have thought he should be replaced by engineers more co-operative toward one view or another. But Burch and the truth have prevailed."

The Daily News continues, "But so long as fire left Burch's division personnel unsinged, most of the damage will be repaired eventually, and it will be done in the shortest possible time, if we rightfully judge the temperament of the head man.

"With government workers und heavy fire everywhere, North Caroli can well afford to hand out a few bc quets to her many public servants w perform their duties loyally and well often in the face of various types heavy pressure, political and otherwis

THE HERTFORD COUNTY HERAI of Ahoskie gave the Commission a our Chairman a pat on the back in recent editorial. Says *The Herald:*

"The man (Dr. Jordan) and his ass ciates in the highway organization, fr chairman right on down to the m menial laborer, our 1952 Editorial Sal for having done a splendid job and the devotion to public service which t whole setup has demonstrated.

"North Carolina has been a forem builder of good roads ever since t early 1920's and it has spent mu tax money constructing and mainta ing its highways. During the regime Chairman Jordan more money has be expended and more roads built th under any other highway group a there is much more to be spent bef our roads are in the shape modern tra demands of them.

"It is to the everlasting credit this body of men—headed by Dr. Jord —that the millions have been spent a the miles of roads have been construct so efficiently and honestly as not create even a breath of mink-co suspicion. It is time to applaud."

The only safe and sure way to destr an enemy is to make him your friend.

"Let none falter who thinks he right."—Lincoln.

"No man is an island complete with himself."—John Donne.

"Light is the task where many sha the toil."—Homer.

VACATION THOUGHT

"Little bank-roll, ere we part,
Let me press you to my heart,
All the year I've worked for you
I've been faithful, you've been true
Little bank-roll, in a day
You and I will go away
To some gay and festive spot;
I'll return—but you will not."

Santa Fe Magazin

W. M. Corkill

(Continued from page 4)

He is the right man to guide and ect the difficult and often dangerous adbuilding in a rugged region. His sponsibilities include a sprawling 728 square mile area. He has faced the allenges of supervising maintenance d construction of 6,400 miles in 14 ountainous counties—Cherokee, Clay, acon, Jackson, Transylvania, Henderon, Graham, Swain, Haywood, Bunmbe, Madison, Yancey, Mitchell and very.

His nervous energy and enthusiasm r highway engineering finds a ready tlet in facing and solving road probns peculiar only to the mountains.

In 1936 W. M. Corkill was married the former Charlotte Brawley of noir. Two years later she died. On pril 29, 1940, he married the former a Lamar of Beech Island, South rolina. They had met while she was aching school in Statesville. She later as in charge of social work in Jasper d Allendale counties in South Caroa. Today her activities include work th the Girl Scout Council, Woman's ub, church and other civic organizaons. Come spring she likes to garden her yard.

The Corkills attend the First Presbyrian Church. He is a member of the C. Society of Engineers and the Enneers Club of Western North Caroa.

Their Asheville home is furnished ith handsome family antiques. They e especially proud of her great grandother's portrait over the stone replace and the walnut desk of his andfather who was editor of the *hester Reporter* for many years.

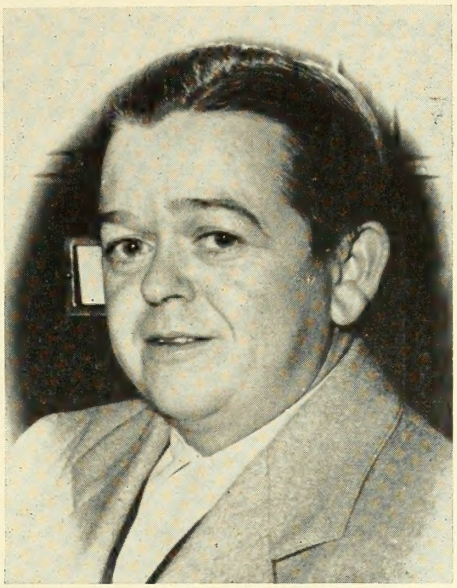
Mr. Corkill is a rabid State College asketball fan. Proof are the three dios—AM and FM—especially attuned bring in the Wolfpack games from e Mt. Mitchell station.

Confronted with the challenge of adbuilding in the mountains, W. M. orkill has met it and is proving a top otch division engineer.



he Corkills examine their lovely china

INTRODUCING OUR CORRESPONDENTS



DAN TURNER

ROADWAYS' CORRESPONDENT in the Tenth Division, Dan Turner, according to his own words is the smallest man working for the Commission, "I'm four and a half feet tall and I weigh 88 pounds."

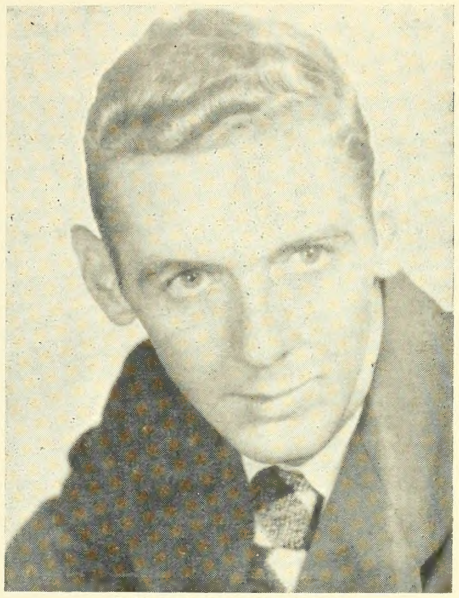
In the Asheville office they cut the legs off Danny's desk and whittled it down to his size. Danny's had several very lucrative offers to travel with midget shows but he always refuses as he likes his highway work and prefers to live in Ridgecrest with his parents, Mr. and Mrs. R. W. Turner.

Despite his half-pint size, Danny says it's never hampered his dating or choice of friends. His friendly, pleasant manner more than make up for any lack of height.

The Tenth's correspondent was born 28 years ago in Old Fort. Upon graduation from Black Mountain High School in 1941, he worked in the Army post office at Moore General Hospital in Swannanoa. He also worked as a mail and records clerk for the commanding officer in post headquarters. For two years he served as page boy at the Robert Richter Hotel in Miami Beach. In looks and size, Danny could easily double for "Call for Philip Morris" Johnny.

Danny is a member of the Ridgecrest Baptist Church. He has no hobbies but he's a great sport enthusiast. Evenings he likes to watch television.

He has been employed by the Commission for two years as a clerk in the Road Oil Department.



WADE H. PRIDGEN

WADE H. PRIDGEN is ROADWAYS' correspondent for the Fourth Division at its headquarters in Wilson. A native of that town, he has been associated with the Highway Commission for six years.

Born on June 24, 1925, Wade is the son of Mr. and Mrs. W. H. Pridgen, Sr. He has two brothers and one sister. In April, 1950, Wade was married to Gwendolyn Frances Tomlinson.

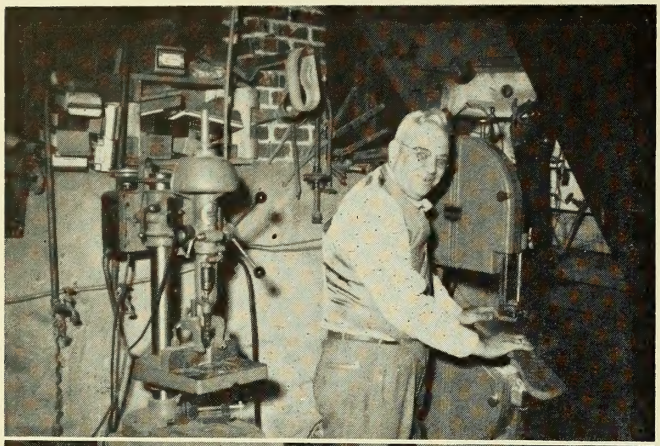
He received his early schooling through the sixth grade at the Winstead and Woodard Schools. Afternoons he carried the *Wilson Daily Times*, and summers he clerked in his father's grocery store. In 1952, he was graduated from Charles L. Coon High School where he played trombone in the band.

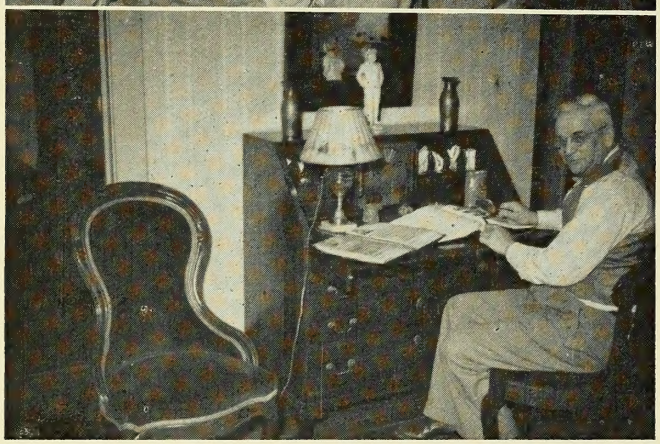
The Fourth's correspondent continued his education at Atlantic Christian College in Wilson. While there, he was a member of Phi Kappa Alpha social fraternity and the first president of the Pan-Hellenic Council. His highest honor was election to the presidency of the Student Body.

The Pridgens are members of the First Baptist Church in Wilson.

Wade lists his likes as "people, movies, antiques (can't afford to buy them however), and interior decorating." He values "cooperation, fairness and consideration" in others. Wade is an idealist whose aim in life is "to help those who are less fortunate than I" while his greatest hope is "world peace and happiness for everyone."

HIGHWAY PEOPLE





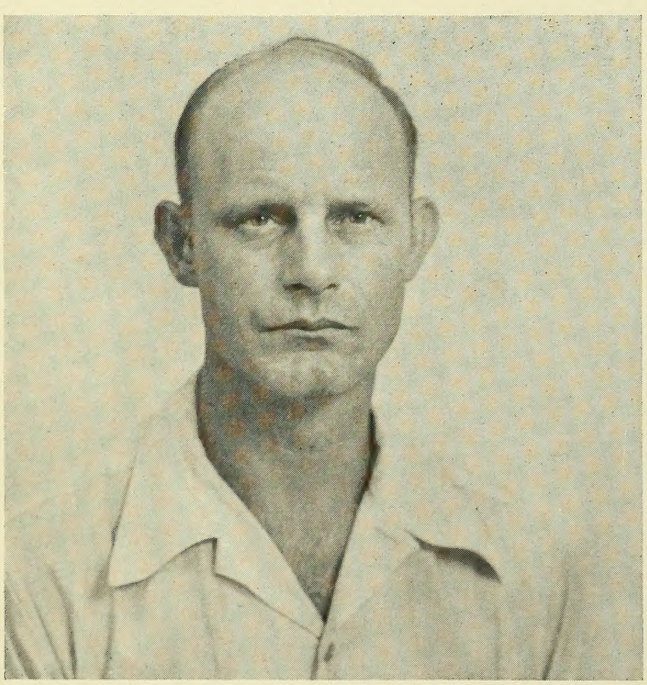
C. B. ("BUCK") TAYLOR, State bridge maintenanc engineer now in his 32nd work year with the Commissio makes antique furniture reproductions in his spare time.

Twenty-five years ago when his two sons needed bat beds, Mr. Taylor made them. Since then, he has made thre drop leaf tables, three desks (Governor Winthrop vintage several walnut dressing tables, numerous small mahogan tables and what-nots and two walnut four-drawer chest He gave the chests to his sons when they both got marrie last year. The rest of his handiwork you'll find scattere through his Raleigh home. There's hardly a piece furniture that his wife, Theodore, can't point to with prid and say, "He made that."

Mr. Taylor has outfitted his basement with an impressiv array of woodworking tools. He has a drill press, joine lathe, jig-saw, hand-saw and various electric sanders whic he uses with skill in turning out his antique reproduction He has put his ingenuity to work stripping down and usin discarded china closets, tables and wardrobes. Mr. Tayl prefers seasoned wood; he's especially proud of the newe post from one of Hetty Green's sailing vessels of the la century which he picked up last summer in the Point Harbo shipyard. He styles his furniture from pictures in antiqu catalogs or from antiques he has seen and liked.

Making antique reproductions isn't his only leisure-tim hobby. He has a collection of "First Day of Issue" stamp and covers. However, he confines his collection to Unite States' stamps only.

Mr. Taylor was photographed at work in his basemen Seated at a desk he made, he's looking over his stam collection.



DALLAS S. INGRAM, patching foreman in Yadkin County was practically raised in the Highway Department. Althoug only 46 years of age now, Mr. Ingram has been with the De partment nearly 32 years.

He started to work for the Commission as a boy of 1 turning concrete on a batch-board. That was on old Route 6 then known as the Boone Trail and now US 421. W. L. Props was the inspector and J. R. Parsons was the foreman.

They were building wooden bridges at that time, wit concrete headwalls for the pipe lines. Turning concrete wa pretty hard work for a 15-year-old, but young Ingram stuc it out. He wanted to be a highway man, and he was determine to make road work his life work.

He's done a good job at it. His interest in highway wor began before he got on the payroll. As a young kid, he woul build miniature highways, make toy shovels and trucks and build bridges for them to go over. This interest in th work has remained keen throughout the years.

Mr. Ingram resides in Jonesville, where he serves hi town as street commissioner. He has three daughters, al registered nurses, who are graduates of the Grace Hospita School of Nursing at Morganton. Two are married and on is in college at Barbourville, Ky.

Mr. Ingram was born in Alamance County on May 7, 1905 His family moved west, and the youngster attended schoo at North Wilkesboro and Millers Creek.

(Continued on inside back cover)

Dallas S. Ingram (Continued from page 20)

After finishing the job on Route 60, Mr. Ingram moved with e bridge force to the Reddies River in Wilkes County. He ped to build 13 bridges across that stream. He loved bridge rk, fascinated by his job of tearing them down and building ger, stronger spans. About this time, he also was fascinated Miss Vernice Martin, who lived on Route 1, North Wilkes-o. They got married.

From bridge work, Mr. Ingram went with a guard-rail and ter-striping crew supervised by T. C. Riggs. They put up e first metal signs erected in the old Seventh Division. C. S. rrier was the district engineer.

After the country roads were taken over by the Highway mmission, Mr. Ingram moved to Jonesville, where the trict equipment shop was located. He drove an old Liberty ck that was a war relic, and chauffeured tractors, road chines, shovels and other equipment that were too heavy move from job to job on trucks. Then he operated a sand mp.

The late J. C. Winkler was patching foreman in Yadkin County at that time. He was transferred to Alleghany County and Mr. Ingram was promoted to patching foreman, his present job.

During his time with the Highway Department, he has operated every kind of equipment put on the roads.

Mr. Ingram is a versatile man. He holds a pilot's license and has about 2,000 hours of piloting to his credit. His hobby is guns, and he likes to shoot groundhogs in Alleghany County. For this, he uses a Winchester Model 70 Hornet, which he calls his "mound poodle" gun. He owns four other good guns.

He also likes music, and can turn out tunes by ear on the accordion and the piano. He hopes to get an electric organ some day.

Of his long experience with the Highway Department, Mr. Ingram says: "I wouldn't swap it for anything. I don't think I could have chosen any other vocation that would have suited me better, because it was what I preferred in life."

---

ammoth Earth-Moving Job (Continued from page 3)

Contractor for all the work except moving a few houses om the right-of-way is the firm of W. E. Graham and ns, of Cleveland, N. C. Total of the contracts which have en let amount to $2,325,000. Added to this is the cost of ght-of-way and engineering contingencies which are timated to be approximately $175,000, making the esti-ated cost of the present construction $2,500,000. This does ot include the bridge at Old Fort, which will cost about 175,000.

When the grading and structures have been completed, ie Highway Commission then must set up money for aving. That will cost about $500,000 for the dual lanes.

The new road will mean a saving to motorists in time, asoline and tempers. It is part of the Highway Commis-on's overall program to modernize North Carolina's main affic arteries to take care of today's vastly swollen traffic olume and that expected in the foreseeable future.

Improvements are either underway or planned for other stretches of US 70 across the State, and for US 29, 1, 301 and other heavily-traveled main roads.

It is estimated that the Old Fort-Ridgecrest Boulevard will be completed in about two and a half years, provided the plans are not upset by any emergency. The grading contracts call for that part of the job to be completed within 480 working days. The Graham forces moved onto the job last November, and they are keeping on schedule.

Each lane of the new road will be 22 feet wide. The lanes will be separated by a four-foot median—or safety-strip raised above the two pavements. This type of construction will continue up the mountain to the congested Ridgecrest area, where the median strip will be widened to 30 feet, which will be grassed.

Old US 70 will not be abandoned when the new road is completed. It will revert to the secondary highway system. Motorists who want to go up the mountain the hard way can still use it. And it should be one of the most popular roads in the area for courtin' couples.



These men are responsible for the survey and relocation US 70. Using cross cut saws and bush axes, they literally opped a route through the mountains. Front row kneeling, ft to right, are: T. C. LeFever, F. J. Bradley, J. C. Weaver, . C. Shook, D. W. Taylor, J. A. Burton, Jr., C. L. Bradley, . A. Buchanan, J. S. Bradley, and L. J. Bradshaw. On the back row, left to right, are: W. B. McCullough, W. C. Brown, J. W. Piercy, A. G. Crisp (chief of party), V. R. Rhinehart, Jr., G. A. McKinley, J. Akin, H. A. Tate (chief of party), Chief locating engineer R. G. Browning, J. H. Chappell, G. Lloyd, and R. F. Welch (chief of party). ROADWAYS salutes these hardy engineers.



Prisons Put Meat On Own Tables

MORE LITTLE PIGS—and cattle—are being put on prison tables than ever before by the State Prison System itself.

Furthermore it's costing the State less.

Prisons Director Walter Anderson figures that the Prison System soon will produce practically all of the meat for its own tables. For some time prisoners have raised most of the pork and a lot of the beef needed to feed the more than 9,000 guests of the State.

Recently a modern and expanded cold storage plant was put in operation at Central Prison. The big clean-lined brick and steel building was built largely by prison labor and is valued at an estimated $100,000. By using it, the flow of meat to prison camps and other units has been centralized and streamlined, and has cut down on spoilage. The distribution system is similar to that used by the army, with routes being served regularly in the delivering of meats, eggs, and cheese. For example, during January the clearing house handled 195,197 pounds of perishable meats and by-products plus 830 cases of eggs.

The cold storage plant is capable of handling some two and a half million pounds of meat a year.

In addition, a $36,000 abattoir is now being built at Camp Polk Prison Farm near Raleigh. The slaughter house, of course, will be used in conjunction with the new cold storage and freezer plant. It will be capable of handling 12 head of beef cattle and 60 hogs a week, plus all poultry needed for prison camps and institutions.

At present, prison beef is slaughtered either at prison farms or by private butchers. The butchers take one-fifth of the beef and hide as their payment. Savings by centralizing the slaughtering near the cold storage plant, plus elimination of spoilage, will save enough to pay for the new plant in approximately three years, Director Anderson estimates.

The Prison System already produces more than enough pork for its own use—except for fatback, which can be bought cheaper than it can be processed. Now beef and poultry production is being stepped up and soon the system will be near self-sufficiency in that respect.

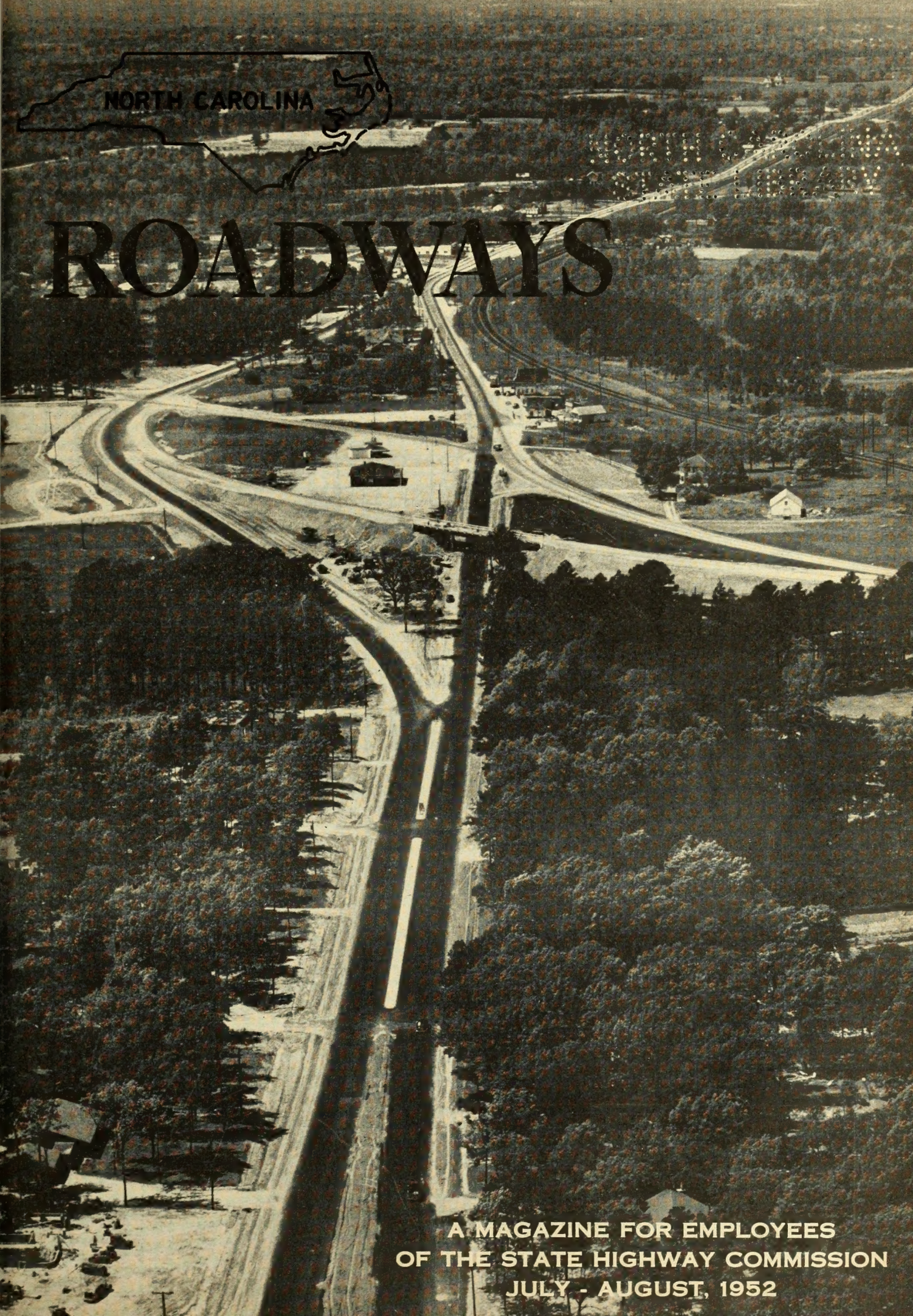
The combined abattoir-cold storage production program means that it won't be long before the Prisons System actually is putting practically all of the meat on prison tables. And, it will save the State of North Carolina quite a hunk of change.

This is just a sample of the beef processed at the new cold storage plant at Central Prison. Looking over the soon-to-be steaks and roasts are, left to right, a prisoner-worker, Plant Superintendent John E. Montague, and K. B. Bailey, superintendent of prison industries.

—(Photo by Bill Mingis.)

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OF THE STATE HIGHWAY COMMISSION
JULY - AUGUST, 1952

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Published Bi-Monthly By

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Volume III JULY-AUGUST, 1952 Number 1

MARGARET BURK, *Editor*

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SAM M. WILSON, Fayetteville
WADE H. PRIDGEN, Wilson
J. W. JENKINS, Greensboro
EDWARD C. DARDEN, Asheboro
CHARLES R. SMITH, Albemarle
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JEAN CLINE, Shelby
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JOSEPH GRAHAM, Iron Station
DALE L. THRASH, Asheville

W. H. ROGERS, JR., *State Highway Engineer*
R. B. PETERS, *General Counsel*

Good Roads Boost Income

NORTH CAROLINA'S good roads and unparalleled vacation attractions are reaping another record-breaking crop of tourists this summer. When the final figures are in, this year will set an all-time high record for the number of people traveling our highways.

They're coming from all over the country.

The folks in the mountains never saw anything to beat it. Travel to the Blue Ridge Parkway and Great Smoky Mountains National Park in the first six months of 1952 was 1,945,931, a whopping 496,410 people more than visited the same facilities in the corresponding period last year. The Blue Ridge Parkway showed the greatest gain, its 1,225,199 being 409,547 over the first half of 1951. The Great Smokies' 720,732 was 86,863 ahead of the corresponding period last year. June traffic of 564,997 persons, which was 229,494 above June of 1951, set a new record on the parkway.

June traffic was heavy on the Outer Banks, too. Visitors at Wright Memorial soared to 23,148 in June, while Fort Raleigh marked up 17,491 visitors that month.

Tourists spent an estimated $350,000,000 in North Carolina last year. They'll do much better this year, because there are many more of them.

Of course, the mountains and the seashores and the varied, interesting points in between draw the travelers. But the highways get them there!

Good roads are a good investment—for everybody.

THIS MONTH'S COVER

Aerial shot of Western Boulevard going west from Raleigh was taken by R. W. Stephens. It clearly shows the new grade separation and connection with US 1, US 64 and US 70-A west of Raleigh. The new dual-lane highway was recently completed at a cost of over $450,000. K. G. Andriessen was the resident engineer. F. D. Cline Construction Company of Raleigh was the contractor on paving. Wilson Construction Company of Salisbury built the structures. The highway features two 24-foot lanes separated by a variable median strip of asphalt, and grass in the wider strips. Eastbound traffic goes over Western Boulevard on grade separation and enters US 1 and US 64. US 70-A is one-way east to the dual-lane highway.

Roadside Tables

WE HAVE NOT SEEN any figures on how many new roa side tables were placed along North Carolina highways th year, but there has been a sizable increase. We were parti ularly pleased to note many new tables, with convenie garbage receptacles, in the Piedmont and Eastern counti in which there has been a shortage of such facilities in th past.

What's more, the tables are used frequently. Not only lon ranging tourists, but North Carolinians traveling on comparatively few miles from home find the roadside tabl convenient for lunching and picnicking.

Last year Chairman Jordan suggested that the Divisio shops might well include the building of such tables in the winter program when road work slackened. Apparentl several Divisions did a splendid job in this respect. More the tables could be turned out in the coming winter an placed in readiness for use by devotees of the open road ne spring and summer.

Tourists appreciate the roadside tables. We've heard man of them say so. But always, it seems, we have the litterbug to contend with. They are the thoughtless, careless people wh mess up a roadside parking spot something awful and thin nothing of it. They drive away leaving the table littered wit picnic debris, which effectively discourages anyone else fro using that particular table until the spot is cleaned up. The don't know what the garbage can is there for.

We know the messy activities of the litterbugs is discoura ing to highway people charged with preparing and keeping u the roadside spots. Their lack of consideration is hard for u to understand.

Nevertheless, a continuing effort should be made to keep th roadside picnic spots clean and inviting for the thousands travelers who really appreciate them. The tourist trade is bi business in North Carolina—our third largest industry—an we can't afford to let a few careless people spoil our roadsid picnic spots for the many who enjoy them and who cooperat in keeping them clean.

Maybe in time the litterbugs will learn to leave the roadsid tables as clean as they found them. Meantime, let's do all w can to maintain the picnic spots in good order. They are reall appreciated by the vast majority of visitors and Tar Heels o tour.

Many people do not have enough time; others have to much, and do not know what to do with it.

Now, there is just so much time in the world, but it i divided equally; no one has more time than someone else The difference is, one person uses it wisely, and when s used, there is enough of it. Another uses it unwisely and wastes it, and finds too much on his hands.

Time goes this way but once. Each one of us can la up a store of good deeds, convictions upheld, and kind nesses performed lovingly. Such accomplishments wil endure in the hearts of those about us. Time cannot tak them away.

We can do nothing in the past; we can do nothing in th future. We have only the immediate now. Now is the time make it count!—*Capper's Weekly.*

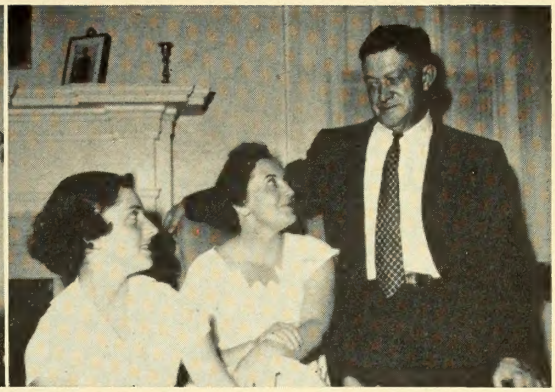
Never let difficulty stop you, for it may be only you sidetrack to stop you from skidding.

Use the talents you possess, for the woods would be ver silent if no birds sang except those that sang best.

A train of thought is a good thing if it is going some where.







The Taylors look over Susan's High School Annual. Commissioner Taylor is a prominent tobacco warehouseman in Winston-Salem. He also farms (tobacco and hereford cattle) extensively in Stokes County.

Visiting The Highway Commissioners (XI)

Eighth Commissioner Paul Taylor Is Successful Warehouseman and Farmer

PAUL T. TAYLOR, new commissioner of the Eighth Highway Division, is a self-effacing man who has a horror of making speeches before large groups or crowds. Since his appointment to the Commission by Governor Scott on April 10, he has consistently refused luncheon invitations to speak before civic clubs. Commissioner Taylor, however, forgets his native shyness when conversing with small groups or with close friends. Despite his reserve, he is a highly respected man in the Winston-Salem business world.

The Eighth Division Commissioner, son of Mr. and Mrs. J. Spot Taylor, and one of nine children, was born 58 years ago in Danbury, the county seat of Stokes County. His father, who died in 1928, was a well-known farmer, banker and merchant. However, at 86 his mother is still spry; in fact, she's touring Europe this summer.

After graduation from the Danbury schools, Taylor studied from 1911 to 1914 at Guilford College. His family was Quaker. He then took a bookkeeping course at Eastman Business College in New York. Upon completion of his six months business course, Taylor entered the warehouse business in Winston-Salem in 1916, first with Gorrell's Warehouse and later with Pepper's Warehouse. At the same time, he also began farming extensively in Stokes County. He sowed his warehouse profits back into the purchase of more farms. Today he owns over 2,500 acres of fertile Stokes County farmland. His main crop is tobacco, but 15 years ago he branched out and started raising hereford beef cattle.

In 1927, Taylor and his late brother, John Taylor, a former sheriff of Stokes County, formed a corporation and built Taylor's Warehouse in Winston-Salem. Today it is a well-lighted and ventilated red brick building covering 85,000 square feet. His original footage—55,000 square feet—was expanded to its present size in 1948 with his acquisition of an adjoining building.

All year round is the rush season for Taylor as he no sooner gets through with his tobacco raising than it is time to open his warehouse—around the middle of September. The warehouse season runs through Christmas each year and often into the following January. Taylor's Warehouse deals mostly with the purchase and sale of flue-cured bright leaf tobacco which is grown in the Piedmont.

Taylor's long residency (36 years) in Winston-Salem and familiarity with the problem of the farmers plus his own farming interests have acquainted him with the State's road needs in the rural areas. Through the years, he has seen the value of good rural roads and has long championed the good roads cause. In his short tenure of office, he has become even more interested in carrying out the Governor's Good Roads Program. However, since he is not fully informed with the technical problems of roadbuilding, he relies heavily on the advice of his highway engineers. To the Commission, he brings the level-headed sense of a long successful businessman coupled with a longtime interest in roadbuilding.

The Commissioner is not much of a joiner although he has been a Mason and Shriner since the early twenties. For many years he has retained membership in the exclusive Twin City Club and the Forsyth Country Club. In the last ten years, he became interested in the Grange and the Farm Bureau so he joined both. He's a Forsyth County director of the Farm Bureau. Just last year he was appointed a trustee of the Hanging Rock Park Foundation (to raise money and promote the park), a director of the Charlotte branch of the Federal Reserve Bank of Richmond, vice-chairman of the Dan River Soil Conservation district, a director of the Winston-Salem Chamber of Commerce and the executive committee of the Tobacco Board of Trade (governing body of the tobacco warehousemen).

In 1936, Taylor was married to Lois Atkinson of Fayetteville. During their eight-year courtship, she had taught home economics at Wiley School in Winston-Salem. They have a 14-year old daughter, Susan, who completed the ninth grade at Reynolds High School this spring. The Taylor's live in an attractive two-story red brick home on tree-shaded Stratford Road.

Mrs. Taylor is a vivacious brunette whose bubbling energy is a match for the Commissioner's easy-going manner. Summers, Mrs. Taylor and Susan vacation both at the beach (Myrtle, this summer) and the mountains (Roaring Gap). The Commissioner prefers to take off for a round of shows at either New York or Chicago. Although country-born and bred, he prefers the excitement and sophistication of the big cities.







The ladies of the Blue Ridge Garden Club of Boone served a lunch to the highway folks on hand for the official opening of the new roadside park at Deep Gap on US 421. Rhododendron was planted in front of the attractive, neat rest rooms. A large, handsome green and white sign marks the road into the new park.

Eighth Makes Bid For Tourist Trade With Relocation of US 321 and Roadside Park

THE EIGHTH DIVISION recently celebrated the completion and official opening of two highway projects. On June 4, in a cord-cutting ceremony ten miles north of Lenoir the recently-completed five mile relocation of US 321 from Lenoir to the Blue Ridge Parkway, Blowing Rock and Boone sections was opened to traffic. On June 18, the first of the Commission's new series of roadside parks on US 421 near Deep Gap was opened to the touring public.

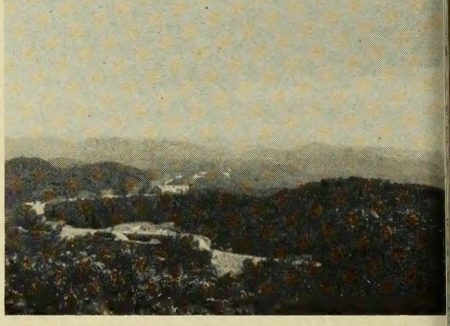
Opening of the five-mile relocation of US 321 at a cost of $500,000 was the realization of a 12-year goal to provide a new modern highway into the Grandfather Mountain country. The first stretch was completed in 1941; the second in 1947. All told the 17-mile road from the outskirts of Lenoir to the Green Park Hotel in Blowing Rock represents an outlay of $1,500,000 in State and Federal funds.

The new highway features easy sweeping curves on a wide roadbed with a 22-foot pavement. There are scenic overlooks at several points where breath-taking vistas unfold.

A crowd of over 500 gathered for the official ceremony. Mark Goforth, immediate past commissioner, who served during most of the planning and building of the new half-million dollar mountain road, clipped the gaily decorated rope that held back traffic. Miss Peggy Robbins, daughter of Mr. and Mrs. Grover C. Robbins of Blowing Rock, held the cord while Goforth cut it. Goforth pointed out that the contractors are far ahead of the schedule on the project. Originally only the base was to be completed by June 1. However, the road is now complete insofar as traffic is concerned. Blowing Rock civic leaders expressed gratification that the road was completed in time for the tourist season.

Manager Gene Gosch of the Lenoir Chamber of Commerce was master of ceremonies. D. A. McLean, pastor of the Lenoir First Presbyterian Church, delivered the invocation. The Lenoir High School Band played several marches under the direction of Captain James C. Harper, Mayor Gordon H. Winkler of Boone, Mayor Earl H. Tate of Lenoir and Mayor Donald Menzies of Hickory spoke briefly.

Others participating in the program were President Arvie Hardin of the Blowing Rock Chamber of Commerce who called the road a "life line to the resort," President Herman Wilcox of the Boone Chamber of Commerce, and Manager Bill Bolton of the Blowing

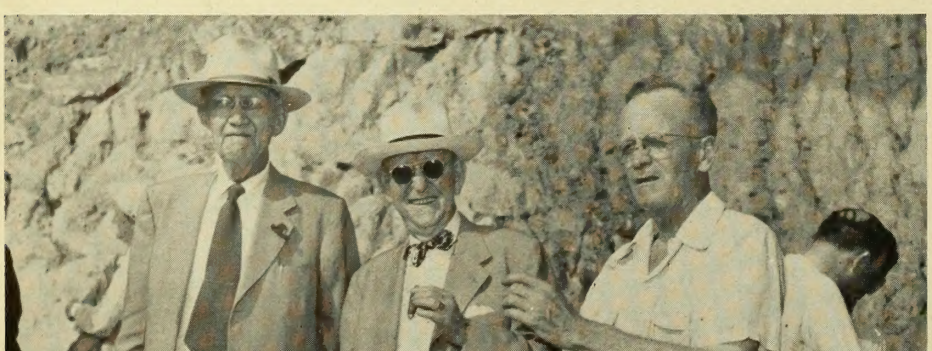


Scenic shot taken from Blowing Rock shows relocation of US 321.

Rock Chamber of Commerce. Charlie Hayworth and Zeb V. Stewart represented the Commission.

The new roadside park—one of six now under construction at various points throughout the State—is located on US 421 between Deep Gap and Boone in Watauga County, and lies close to the Blue Ridge Parkway. Weary tourists and Tar Heel motorists who picnic at the scenic Deep Gap Park will have access to a large parking area, wooden picnic tables, handsome stone fireplaces, metal garbage cans, drinking water and toilets. There are 14 tables now, but more will be added later. E. R. McMichael of the Landscape Department who supervised the actual construction said that the park had a 1,500 foot

(Continued on page 3)



Caldwell County's contribution to the State's Good Roads—three former Eighth Highway Division Commissioners—V. D. Guire, E. F. Allen, and Mark Goforth.



Robert Morris and Roy Smith of the Seventh Highway Division sign headquarters are shown in their little workshop turning out the "North Carolina, Variety Vacationland" tags.

Robert Morris, Roy Smith Design and Produce "North Carolina, Variety Vacationland" Tags

ROBERT MORRIS and Roy Smith of the Seventh Highway Division sign headquarters near Albemarle originated and designed the attractive "North Carolina, Variety Vacationland" tags which have been seen all over the State.

Last fall the idea for the tags came to sign painter Morris and sign shop foreman Smith when they were preparing the huge official "Welcome to North Carolina" signs that are placed on every US highway into the State. Morris, in his mind, associated the big highway "Welcome" signs and the fact that N. C. vehicles would have only one 1952 license plate. Why not make a miniature sign like the big one, about the size of a license tag, to fill that vacant-looking place on the front of cars?

Using the stencil and silk screen process and working nights and holidays, they made Morris's idea a reality. Since both men are experienced sign painters and silk screen men, it required only a short time for them to get into production.

The present small tags which have proved so popular are a revision of their earlier design. These small tags sport a bright red scale of the State which is superimposed upon a dark green background. The white-lettered "Welcome to North Carolina, Variety Vacationland" stands out in bold relief. Each tag requires five different screening operations in addition to the primer coats. The tags represent some excellent workmanship and are a tribute to the ingenuity of the men who design and manufacture them. They use paint-grip metal which is pre-cut except for the corners which had to be rounded.

The new tag exemplifies well the original idea, actually showing the vacationland that exists in the State from the Atlantic Ocean (painted white-caps roll in to the sands of the beach where gayly-colored beach umbrellas dot the shore) to the mountainous western part of the State. Painted green mountains stand guard over a magnificent dual-lane highway which symbolizes the accessibility of our scenic mountains.

Morris and Smith have found a ready market for the tags, although some distribution problems were encountered. They still operate on a spare-time basis in their little shop behind Smith's home in West Albemarle. They see no immediate end to their business. As long as motorists keep requesting the tags, they'll fill the orders.

A sticker on the latest tags reads, "Boost your State". Morris and Smith have a genuine desire to bolster the State's vacationland ego. They know firsthand of the State's long range program of highway beautification and vacationland promotion. As faithful members of the Highway Commission, they lend commendable support to this program.

All in all, the tags present a fresh, inviting vista and are decidedly attention-getting. They will arouse interest in tourists who may be unaware of the State's attractive vacationland.

US 321 and Roadside Park

(Continued from page 2)

highway frontage and was over 100 feet deep.

Since the ladies of the Blue Ridge Garden Club of Boone were boosters of the park all along, they made the opening a festive occasion by serving a delicious lunch to the assembled highway folks. The hamburgers were grilled on the new fireplaces. Assistant Division Engineer Jim Councill welcomed the group. The Rev. E. F. Troutman of Boone gave the invocation. Landscape Engineer F. H. Brant of Raleigh spoke briefly, noting the popularity of the park in its short existence.

Mrs. R. W. Watkins announced that the Blue Ridge Garden Club had just won first place in the State-wide Model Mile Contest. Boone folks present included Mayor Gordon H. Winkler and Mrs. Troutman and the following members of the Garden Club: Mrs. B. W. Stallings (president), Mrs. Lee Reynolds, Mrs. Dempsey Wilcox, Mrs. James B. Winkler, Mrs. J. H. Councill, Mrs. R. H. Harmon, Mrs. W. C. Greer, Mrs. May Miller, Mrs. Hall, Mrs. Ulrey and Mrs. Watkins. Mrs. Z. V. Stewart of Lenoir was a guest.

Highway men present were Commissioner Paul T. Taylor, Division Engineer Zeb V. Stewart, J. H. Councill, F. H. Brant, E. R. McMichael, Landscape plantsman Clyde Orr, District Three Engineer C. A. Hayworth, District One Engineer R. B. Fitzgerald, Watauga County Supervisory Foreman F. E. McCracken, Sign Supervisor O. K. Stephens and Road Oil Supervisor Walter Pugh.

Assistant District Engineer N. L. Dudley represented the State Sanitary Engineering Division. T. N. Pease and Ranger Ross Reeves were on hand for the Blue Ridge Parkway.

Just Cause

An English law of 1770 read: "That all women of whatever age, rank, profession, or degree, who shall impose upon, or seduce and betray into matrimony any of his majesty's male subjects, by virtue of scents, paints, cosmetics, false hair, Spanish wool, iron stays, bolstered hips or high heeled shoes shall incur the penalty of the law now in force against witchcraft and like misdemeanors and the marriage under such circumstances shall be null and void."

George McKinley Wins McCrary Award For Outstanding Service

GEORGE A. McKINLEY, 56 year old senior locating engineer, was named winner of the 1951 D. B. McCrary Award for outstanding service to the State Highway Commission at the annual McCrary Award Committee meeting on May 12. McKinley was picked for developing a surveying method which not only simplifies highway surveying in broken terrain, but also results in tremendous savings of both time and money. The award was presented at the Commission's meeting, May 29.

In announcing McKinley's selection as the 1951 McCrary Award winner, Dr. Jordan said:

"McKinley has been a conscientious and devoted employee of the Commission since 1926 when he was employed as a levelman. Since that time, he has worked in nearly every section of the State and has advanced through the ranks until he was made senior locating engineer.

"McKinley has developed an engineering technique which simplifies the method of surveying curves through mountainous terrain. The practical effect of this will save the State at least 25 per cent in time and money in making such surveys.

"I consider this an outstanding achievement and I feel that McKinley richly deserves recognition for the great amount of work he has done in developing this plan."

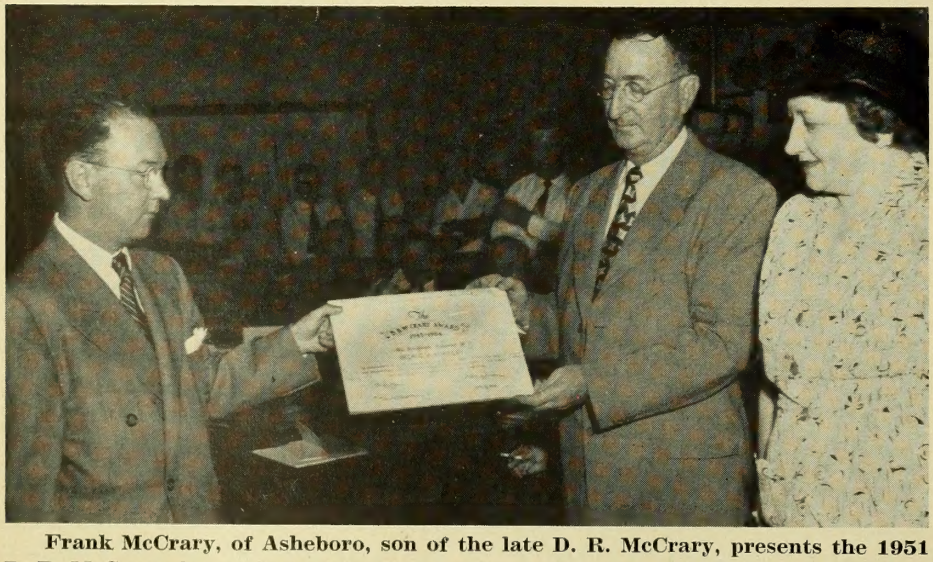
McKinley, a native of Jamestown, Pa., was employed as a levelman with the State Highway Commission February 1, 1926. He had had previous engineering experience in Pennsylvania after graduating from Alleghany College (Pa.) with a civil engineering degree in 1920. Since joining the Commission, he has had immediate charge of many of the State's best highway locations — including the road between Ranger and Angelico Gap on Route 64; from Asheville to Junaluska on Routes 19 and 23; and has been in charge of all the field and office engineering involving locating the Blue Ridge Parkway.

More recently he has done an immense amount of work on three important mountain projects. These were between Bryson City and Fontana; between Dellwood and the Tennessee line along Pigeon River, and also the spectacular location from Ridgecrest to Old Fort.

In recommending McKinley for the McCrary Award—given in honor of the late D. B. McCrary of Asheboro, Highway Chairman from 1941 to 1943—Chief Locating Engineer R. Getty Browning summed it up this way:

"I think McKinley has developed an outstanding engineering technique and deserves recognition for his work. Further, in my opinion, no one has worked more faithfully or efficiently for the State Highway Commission than he has during his entire 26 years of service."

The day of the McCrary award presentation, the hall as well as the Commission Room on the third floor of the highway building was packed with locating engineers, well-wishers, and reporters. Mrs. McKinley was a pleased and interested spectator.



Frank McCrary, of Asheboro, son of the late D. R. McCrary, presents the 1951 D. R. McCrary Award for outstanding service to George A. McKinley, Mrs. McKinley is on the right.

Overloaded Trucks Cause Accidents

By J. P. CRAWFORD
Director of Safety

DURING THE PAST YEAR, our trucks have been guilty of overloading to the extent that it has cost the State Highway and Public Works Commission a considerable sum of money for the replacing of windshields in private vehicles.

A piece of gravel or small rock when thrown from a truck traveling at a rapid rate of speed can and does do serious damage to a car following or even parked when it is hit by such an object. Not only does it scatter or break a windshield but it causes the driver of the car to momentarily lose control.

The best way to avoid such accidents is to check your load and your speed. It is far safer and less costly to make a second trip, if necessary, than to pay the repairs of a broken windshield, dented hoods and fenders or perhaps somebody's hospital bill.

Our State trucks and drivers are representatives of our Highway Commission. Your promptness in stopping when you have the misfortune of causing an accident with your load, and the way you handle the situation, will give the impression the other driver gets of our Highway Commission as well as its employees. Remember, it was the gravel from your truck that caused a broken windshield; be courteous at all times and offer any assistance you can.

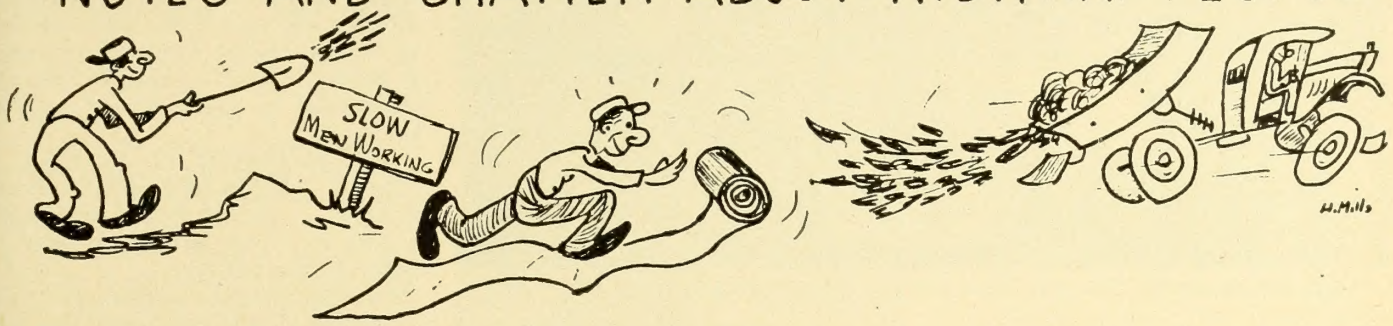
There have been several accidents reported to this Department in which the driver of the damaged vehicle was unable to identify the exact truck out of a fleet hauling gravel. This is entirely plausible in instances where a number of trucks are following each other. But it doesn't alter the fact that one of the trucks was overloaded, and the accident is recorded as the fault of the State Highway and Public Works Commission.

Please make a sincere effort to keep from overloading your truck, and remember to check your load and your speed. We wish each of you would handle your truck as if it were your own. See that it is kept free from loose gravel when empty and that the tailgate is up.

Our highways that you are helping to build will be the roads over which visitors from other states will travel. But while they are still under construction, help make their motoring safe by handling your truck and your load level-headed.

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE

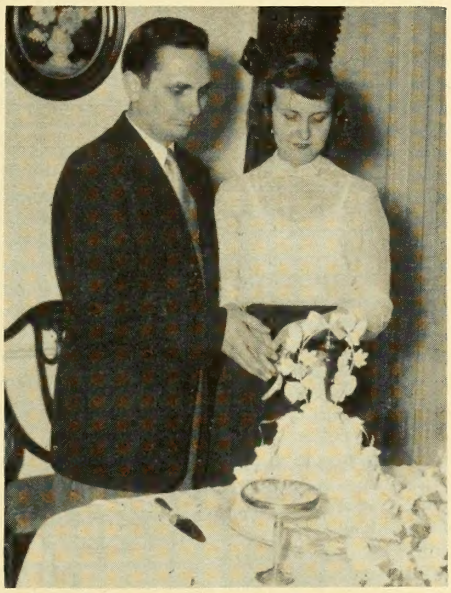


DIVISION ONE

SHIRLEY JONES
Division Correspondent

BELATED BIRTHDAY greetings to maintenance supervisor *W. H. Moseley* of Powellsville . . . June 6 he celebrated his 48th birthday . . . He was feted with a surprise dinner . . . Fifteen guests were present.

BEST WISHES to construction engineering aide *R. C. Parker* of Weldon who was married in April to *Bonnie Sangster* of Roanoke Rapids . . . Pictured at right is another bridal couple . . . *Mr. and Mrs. Baldwin Renner* of Ahoskie . . . The picture was taken at their cake cutting prior to their marriage at the Ahoskie Baptist Church in March . . . Mrs. Renner is the former Alice Hyatt, daughter of *J. J. Hyatt*, foreman . . . Photo by Johnson's Studio of Ahoskie.



MR. AND MRS. RENNER

GET WELL WISHES to *Mrs. L. P. Josephan* of Garysburg who is recovering from a broken knee (her husband is a construction inspector) . . . To Halifax County gang foreman *John L. Henderson* who fell off his barn while trying to salvage a piece of metal roofing (he took a month's sick leave) . . . To *Mrs. J. L. Collier*, *Mrs. Foy Farless* and *Mrs. J. J. Hyatt* who were confined recently in the Roanoke-Chowan Hospital . . . To *J. L. Foxwell*, bridge tender on the Albemarle Sound Bridge near Edenton, who had a cataract removed from his eye (He's a patient at the Kecoughtan Veterans Hospital at Hampton, Va. and will be unable to work for some time.) . . . To *O. T. Gard* of Manns Harbor who has been out sick for quite awhile (*Mr. Gard* is one of the oldest section foremen in Dare County) . . . To Joan Snowden, 12-year old daughter of Currituck County Supervisory foreman *John Snowden*, who was knocked down by a car near her home at Maple (She was unable to return to school for the closing sessions) . . . To Ivedean Wilson, daughter of ferry superintendent *J. F. Wilson*, who was in an automobile wreck on her way back to school at Greenville (She was in the Albemarle Hospital for five weeks and spent three weeks at Duke where she underwent an operation) . . . And to section foreman helper *L. L. Wood* who had his leg broken when a motor grader backed up against him. (Fortunately, it was his wooden leg.)

TWO NEW BABIES were born in the First . . . Engineering aide *H. G. Phillips* of Weldon is bragging about his new daughter, Monica Teresa, who was born at the Park View Hospital in Rocky Mount and only weighed four pounds, 13 ounces! . . . *Mr. and Mrs. V. D. Chamblee* announce the birth of their new heir on May 4th in the Roanoke-Chowan Hospital.

SUMMERTIME . . . Connie Liverman, member of the faculty of the Wilmington City Schools, is spending the summer in Ahoskie with her parents . . . Her father is District Two Engineer *T. C. Liverman* . . . Division Mechanic *W. J. Davis*, District One Engineer *George K. Mack* and Maintenance supervisor *R. E. Thomas* were week-end guests of *Mr. Mack's* brother, Dr. Edward Mack . . . We understand the fishing was fine . . . *Carlton Bauer* of the Elizabeth City equipment department just got back from the Jaycees annual convention in Charlotte.

IN MAY the folks of Unit One of the NCSHEA held a fish fry at the highway shop in Elizabeth City . . . About 100 employees were present . . . Otis Banks spoke . . . They set a seine in the Albemarle Sound and caught the fish for the fry which was delicious!

CONGRATULATIONS to *G. M. Byrum* who has been promoted from section foreman helper to section foreman.

HOME AGAIN . . . Cpl. Page Moseley, son of maintenance supervisor *W. H. and Mrs. Moseley*, was discharged from the Army in June . . . He spent 11 months in Korea.

WELCOME to the following new employees in the Road Oil Department: District driver *R. M. Owens*, Patch foreman *J. H. Dickens*, and truck drivers *A. E. Morris*, *W. C. Viverette*, and *H. C. Vann*.

TRAGEDY struck the District Three maintenance department when *L. W. Trevathan*, machine operator of Tarboro, was hit and killed by a truck . . . He was only 27 . . . Our deepest sympathy to his wife, Mrs. Mary Lee Trevathan, and his 3-year old twin daughters, Brenda and Linda . . . Our sympathy to the family of Alphia Patrick Wooten, 31, of Beaufort who was killed when he fell off a road machine and was run over.



FISHERMEN FROM THE SECOND WITH A FEW THAT DIDN'T GET AWAY

DIVISION TWO

JASPER L. PHILLIPS
Division Correspondent

COTTIE MOURNS, a one act comedy was presented recently by the Pitt County unit of NCSHEA in Greenville . . . All the characters performed like professionals—much to the amusement of their fellow workers . . . In the picture below right from left to right may be seen *G. A. Taylor, Jr.*—"Felix Wise" (a grass widower whom Cottie has marked as her next husband); *Mrs. Frances Brown*—"Cottie Culpepper" (she swoons as her fourth husband steps out of his coffin after being pizened on rotten "likker"); *Hazel Baker*—"Nellie Merkle Beasley" (an old maid who also has her eye on "Felix"); and *E. L. Tripp*—"Jerd" ("Cottie's" revived husband who returns from his untimely grave with a waxed lily.) . . . In the picture below, "Cottie" reads poetry to her new flame, "Felix Wise" as "Nellie" looks on unhappily . . . In the back can be seen the mourning draped picture of one of "Cottie's" late husbands . . . All the characters were division office and garage employees.



"COTTIE" READS POETRY

THE SECOND has had its share of sickness . . . Road oil foreman *W. S. Clements* is a patient at East Carolina Sanatorium in Wilson . . . *W. R. Cross*, Third district mechanic, has been sick at home for over two months (he's one of our 30 year employees) . . . *W. T. Norman* of Creswell was ill with virus pneumonia . . . Little Shannon Gurkins, 2-months old daughter of *H. R. Gurkins* of Washington, is recuperating from pneumonia . . . Linda Diane Hill, 2-year old daughter of *Mr. and Mrs. Horace H. Hill* of Washington, was a recent tonsillitis patient at Pitt County Memorial Hospital . . . *Cecil Ray Jones* of Blounts Creek was a patient at Fowler Memorial Hospital . . . *W. C. Secton* of Plymouth was out recently on sick leave . . . *Walter Basnight* of Columbia was confined to Columbia Hospital with an infected leg . . . Influenza kept *Clayton L. Leggett, Graham Liverman* of Columbia and *Harold Watson* of Fairfield out of work for several days . . . To each a speedy recovery!

FISHING . . . Pictured above are *J. L. Humphrey, J. C. Norris, R. A. Pollock, Jr.*, A. T. Leary of Morehead City (an employee of the B & M Railroad), *A. D. Parker*, and *R. A. Pollock, Sr.*, who went fishing during the last of May . . . The picture is proof of their success.

MR. AND MRS. L. M. GURKIN announce the birth of a son, Lewis Michael Gurkin . . . He weighed in at eight pounds, one ounce . . . His mother is the former Gladys Jones.

AUTOMATIC AND MERIT Increments during April and May were granted to *H. L. Ambrose, L. M. Comstock, Arthur Congleton, E. D. Cuthrell, Clarence Daw, E. D. Harris, Leon Harris, H. H. Hill, C. R. Jones, Troy Lane, C. L. Leggett, G. W. Mayo, E. D. McRoy, Plum Pedrick, A. A. Phelps, R. M. Reynolds, J. E. Rhodes, J. E. Phelps, D. E. Sawyer, R. E. Sexton, H. M. Spencer, M. B. Tyre, E. W. Waters, R. L. Woolard, E. C. Clark, Mayhew Smith, Allison Swain, L. W. Davenport,* and *H. R. Gurkins.*

THE LIST OF new employees in District One includes *F. H. Cooper* of Washington, *J. W. Fleming* of Washington, *J. E. Gibbs* of Scranton, *T. P. Hollowell* of Blounts Creek and *P. R. Whitley* of Washington.

TWO MEN in the Second retired recently . . . *T. C. (Henry) Hardison* of Alliance started working with the State in 1927 and continued until his retirement in April . . . *J. B. Duncan* of Cove City began work in 1936 and retired on disability.

OUR SYMPATHY to the family of *Leonard J. Styron* of Beaufort who died in April . . . He had worked continuously—even up to his last illness—with the Commission since 1924.

EASTER SUNDAY morning *Mrs. Peggy C. Walker*, clerk in the District One office, started an eight day trip that included stops at Key West, New Orleans, Houston, Vicksburg, Birmingham, Atlanta, Columbia S. C. and Fort Jackson (her husband was stationed there just nine years ago for training during World War II).

THE PICTURE of Bob F. Jones and his family tells its own story.

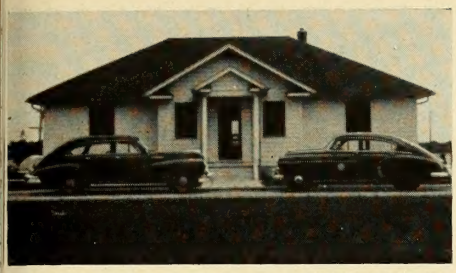
NOTE the picture of the District Two office in New Bern.

J. G. GIBBS of Right-of-Way submits this story and vouches for its truth . . . It seems that Locating party chief *W. W. Shaw*, on a recent survey in eastern North Carolina, crossed the front yard of a house enclosed by a fence.

His party was busily engaged in establishing a point when they were accosted by an elderly lady who gruffly informed him, "Listen, here, someone in authority had better present your credentials". Shaw, who is always courteous to irate property owners, left his work. She ushered him into the house. He had just started to introduce himself when he was interrupted by the appearance of a middle-aged man who said, "You're trespassing. This enclosed property is under the surveillance of the FBI. If you don't

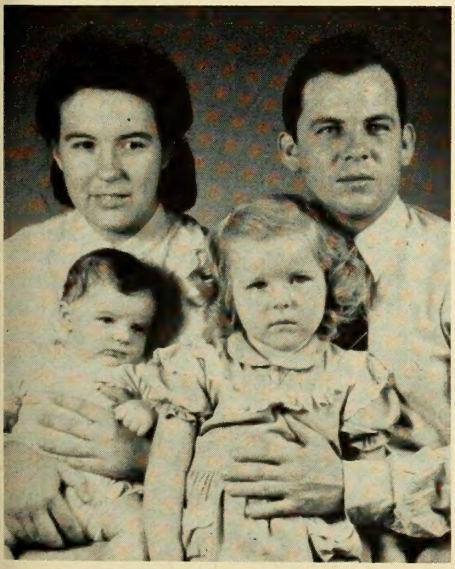


"COTTIE" SWOONS



DISTRICT OFFICE . . . NEW BERN

think so, just look at this." Shaw suppressed a chuckle as he studied a standard enclosure form used by the Federal Government in attaching enclosures to correspondence. When Shaw started to identify himself, the gentleman cautioned him to silence. "Be quiet. This property is also served by a 'Federal' power unit. Follow me and you'll see." He lead Shaw to the back porch and pointed to an entrance switchbox manufactured by the "Federal Electrical Products Company, Inc." Still uncertain that he had completely convinced Shaw he was no ordinary citizen, he lead Shaw upstairs. "You wait here in the hall. You're not permitted to go further . . . Security reasons, you know. I'll be right back with further identification." The gentleman disappeared behind a closed bedroom door. He shortly returned with his "medals"—good luck penny charms. "Now, I've shown my credentials. Let's see yours." Shaw hesitated but a moment. From his wallet he extracted a "Golden Dragon" card—issued when he was in the Navy and crossed the 180th degree parallel. When the gentleman had carefully examined the card, Shaw presented a second card designating him "A member of the Ancient Order of the Deep"—presented when he crossed the Equator. The gentleman returned the cards to Shaw, bowed courteously and said, "Thank you, sir. Your credentials are in order. Proceed with the survey!"



MEET THE BOB F. JONES'S

DIVISION THREE

SAM M. WILSON
Division Correspondent

ALL IN THE LINE OF DUTY . . . Night watchman *Abner T. Cooper* of division equipment garage was making his 1:30 a.m. round last winter around the office building when Hannah, his dog, began barking on the opposite side of the building . . . Hannah chased a would-be burglar right into the muzzle of Cooper's pistol . . . The gun was only 18 inches



NIGHT WATCHMAN . . . HANNAH

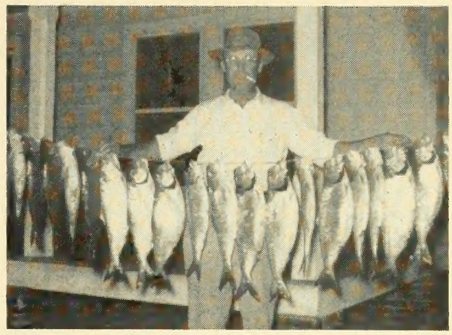
from the prowler's chest . . . *Cooper* and Hannah marched the prowler to the equipment office, phoned the police and waited till they arrived and carried him off to jail . . . The prowler was convicted of trespassing and given 30 days on the roads . . . *Cooper* has been night watchman for the past six years . . . He was raised in Salemburg, is married and has four sons . . . See *Cooper* and Hannah in the accompanying picture.

PROUD PARENTS . . . *Mr. and Mrs. Leroy Faircloth* announce the birth of a boy in April . . . Bladen County foreman *Norwood* Graham has a new addition—a daughter, Ann . . . She weighed six and one-half pounds and arrived in April.

SYMPATHY is extended to District Engineer *P. Green* in the death of his father, E. L. Green, Sr. . . And to *David N. Watts*, motor grader operator of Columbus County in the death of his father.

TWO MEN in Columbus County are on the Sick List . . . *O. M. Stephens*, gang foreman, has been in the hospital . . . *H. D. Stephens*, section foreman, suffered a heart attack and was confined to his home.

MACHINE OPERATOR *F. W. Hammonds* of Columbus County spent a week



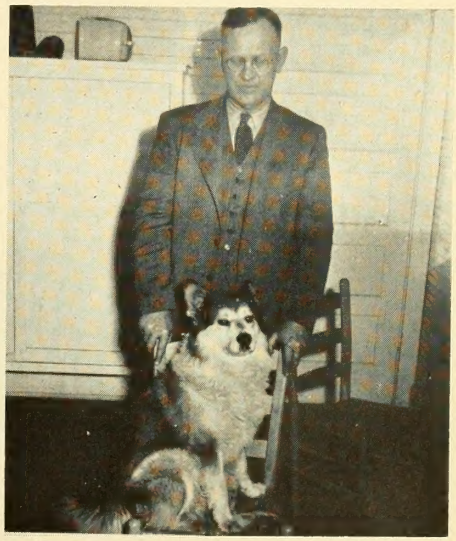
MUTT BORDEAUX'S CATCH

in the spring visiting in Florida . . . He took in Silver Springs, Daytona Beach, Miami and Key West . . . According to *Hammonds*, he had a good time and really enjoyed it.

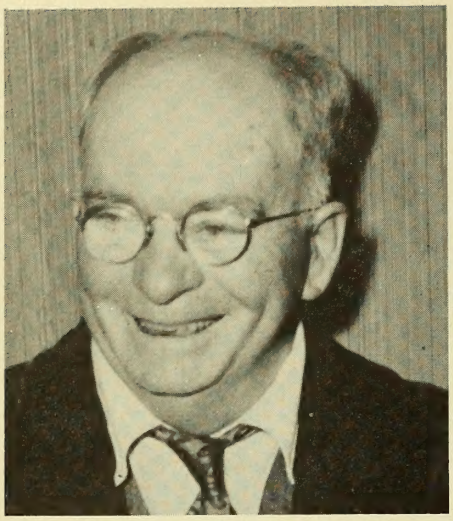
THE HAPPY FISHERMAN above is *B. T. (Mutt) Bordeaux*, Road maintenance supervisor of Bladen County, who displays his day's catch of shad . . . *Mutt* is a great shad fisherman and each year catches and prepares a shad and roe supper for the annual meeting of the Cape Fear Engineers Club in Bladen County.

TWO OLDTIMERS are pictured below . . . *"Captain Son" White* feels like he's always been in highway work . . . He worked six years on the Brunswick County roads before joining the State Highway Commission in 1931 . . . Since then, he's been superintendent of Prison Camp 302 in Shallotte . . . His inseparable companion is "Show Boy"—an eskimo spitz . . . You rarely see one without the other . . . When *"Captain Son"* wants to telephone Wilmington, he radios his call . . . He's married, has one son and one grandson.

"CAPTAIN" RUFUS (R. C.) PHELPS of Ash started working on Brunswick County roads in 1927 . . . In 1931 when the State absorbed the county road system, he joined the Commission as Bruns-



"CAPTAIN SON" WHITE



"CAPTAIN" RUFUS PHELPS

wick County section foreman . . .For many years, he was maintenance supervisor . . . He's now a gang foreman . . . He's married to the former Annie Hewett, the daughter of a Baptist minister . . . They're mighty proud of their four daughters as three of them are registered nurses.

WE HOPE Resident Engineer *Bob Ashworth* of Wilmington is well now . . . He was in the hospital.

DIVISION FOUR

WADE H. PRIDGEN
Division Correspondent

THREE NEW CITIZENS were born recently in the Fourth . . . *Mr. and Mrs. G. W. Mitchell* have a new baby boy . . . Father *Mitchell* is employed by the road oil department . . . *Mr. and Mrs. W. E. Hawkins, Jr.*, announce the birth of a baby girl . . . Her father is employed by the construction department . . . *Mr. and Mrs. C. B. Wood* also have a new addition to their family . . . He's with construction.

E. A. CRUMP took over as acting division engineer while *T. J. McKim* is on temporary leave of absence.

CONGRATULATIONS to the newlyweds . . . *Alton Dickerson* of location married Fannie Lee Thorne in April . . . *Preston Lane*, also of location, married them . . . Construction man *S. D. Barnes* was recently married . . . Photo at right was taken at the Union Free Will Baptist Church in Green County of the new *Mr. and Mrs. Donald Woodard* . . . *Don* is a division shop employee.

CONDOLENCES to *Mr. and Mrs. Charles Parker* in the recent loss of their baby girl . . . *Parker* works in construction . . . To the family of *W. H. Watkins* . . . He had been employed by the Commission since 1931 and was a section foreman in District Two . . . And to *Charlie Miller* in the recent death of his mother . . . *Charlie* is a mechanic in the division shop.

SPEEDY RECOVERY WISHES to shop employee *McDaniel Manning* who lost a finger while at work . . . To Right-of-Way Engineer *O. T. Green* and Resident Engineer *Frank Martin* who were both out with influenza . . . To Resident Engineer *C. H. Giles* who was out sick with arthritis and neuritis . . . And to District Three employee *W. J. Lindsey* who was out sick for some time but is back home now and much improved.

THE FIRST SAFETY Meeting of the year was held at the Franklin County Prison Camp on April 9 . . . Very successful meeting.

ESTELLE GRANT of Right-of-Way resigned recently.

A GROUP of farmers in the Oak Level township of Nash County showed their appreciation in a dinner to the construction workers of the Commission who were responsible for replacing a makeshift "trap" which had bridged Sapony Creek . . . See the workers lined up below with the contributors of the dinner on the right . . . Those who gave the dinner were Otha Baker, Carl Moseley, Roscoe Langley, Troy Langley, N. G. Moseley, Wade Thornell and Willie Eason . . . Photo by *Rocky Mount Telegram.*

DIVISION FIVE

J. W. JENKINS
Division Correspondent

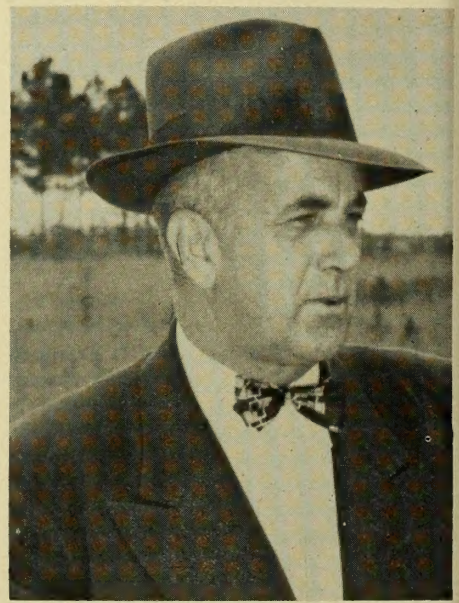
MERLE T. ADKINS, senior Right-of-Way engineer of Durham, was appointed District One engineer to replace the late



MEET MR. AND MRS. DON WOODARD

Jesse H. Proctor . . . *J. W. Jenkins* who had been pinch-hitting returned to Greensboro and his old job of assistant division engineer . . . *Adkins* is a 1926 civil engineering graduate of UNC . . . From 1926 to 1929, he was instrument man on construction in Durham . . . He was transferred to location as party chief where he stayed until 1936 when he went with the Right-of-Way department . . . In 1936, he was married to Louise Mason of Durham . . . They have two children: 14-year old Frances and 11-year old Thayer . . . *Adkins* is a member of the North Carolina Society of Engineers and a founder of the Durham Engineers Club . . . He's vice-president of the NCSHEA . . . He was replaced in Right-of-Way by *C. M. Hartsock* formerly of the Second Division in Greenville . . . See Adkins below.

VACATIONS . . . *J. I. Lynch, Jr.*, his wife and daughter, Patricia, spent a week's vacation in June at his parents home in Wendell . . . *Mr. and Mrs. Bill*



MERLE T. ADKINS



DINNER GUESTS IN APPRECIATION FOR SAPONY CREEK BRIDGE

Pringle and daughter, Penny, spent one June Sunday at Fairystone Park near Stuart, Virginia . . . Four-year old Penny really enjoyed her first swim . . . Maintenance foreman *J. I. Parks* of Camp Burton is back from a two-weeks vacation.

THE SICK LIST for the Fifth included: *E. M. Coley*, Guilford County section foreman, who was ill for some time but is back at work now . . . *Mrs. P. L. Welch* of Greensboro who recently underwent an operation in Wesley Long Hospital but is recovering nicely . . . Sign supervisor *L. H. Wilson* who returned after a month's illness . . . And highway inspector *J. L. Scruggs* who underwent an operation at Wesley Long but is back now.

IN MAY *Beryl (Mrs. J. L.) Mateer, Jr.*, gave a buffet luncheon . . . Guests were *T. A. Burton, P. L. Welch, R. H. Martindale, Mrs. Margaret Howell, Mrs. Elizabeth Wyatt*, and *Mrs. Helen Pringle* . . . The ham and hot biscuits were delicious!

DIVISION SIX

EDWARD C. DARDEN
Division Correspondent

THE SIXTH has a splendid group of college boys working in the Division this summer . . . They include *Ned Beeker, Howard Cox, Marvin Galloway, Charles Holmbert, Charles Loggins, Lynn Priest, Howard Seawell, William Scott*, and *Jerry Shuping* of Asheboro; *Robert Headen, James Hunter*, and *Rufus Johnson* of Siler City; *Riley Godley, John Koonce*, and *William Pittman* of Sanford; *Thomas Black* of Thomasville; *Edwin Hatch, Jr.*, of Pittsboro; *Charles Hedrick* of Lexington, *Malcom McDonald* of Carthage; *Freddy Poston, Jr.*, of Statesville; *Henry Jordan* of Cedar Falls; and *Robert Williams* of Franklinville.

TWO ATTRACTIVE girls are working in the Division this summer . . . *Joan Richardson* of Seagrove is helping out in the division office and *Mary Jo Brady* of Ramseur is working in the Division Equipment Office.

DIVISION Engineer *T. G. Poindexter* has started a new home in a new residential section of Asheboro . . . Sign Supervisor *C. H. Dudley* has also begun a new home . . . *Dudley* will be a neighbor of *Poindexter's*.

INSTRUMENT MAN *Henry Jerome* of Pittsboro got his call to the Army in May . . . *Henry's* father is with the Bureau of Public Roads.

GET WELL WISHES to *Mae C. Tounsend*, clerk in District One office in Lumberton, who recently underwent an operation at Rex Hospital in Raleigh . . . And to *E. J. Colville*, farm foreman at the Lillington Prison Camp, who suffered a heart attack and is at Highsmith Hospital in Fayetteville . . . His wife was killed in an automobile accident several weeks ago.

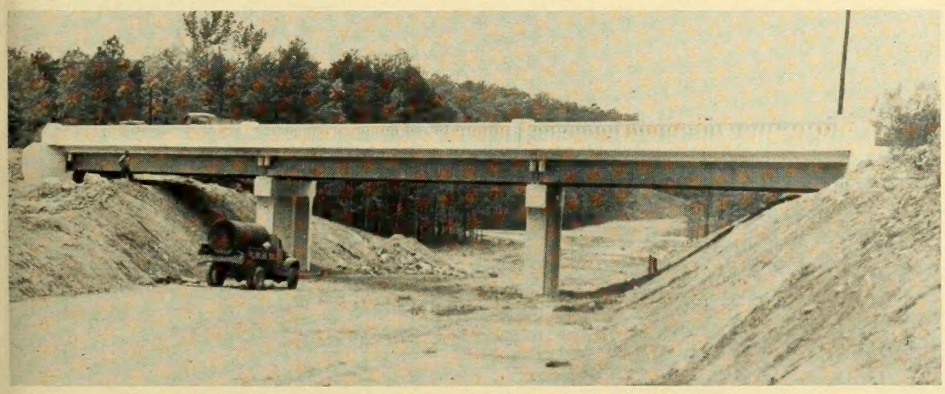
A WELDER at the Sanford garage, *J. C. Hill*, resigned in June.

CONGRATULATIONS to *J. H. Prince* of Location who earned a well deserved promotion to party chief and was sent to the Seventh . . . *W. E. Winstead* went along with him . . . Supervisory foreman *Dick Prevatt* of Lumberton was recently voted president of the Lumberton Lions Club . . . *Dick* has two sons, the oldest attended State College and reports to the Army in July.

MR. AND MRS. NORWOOD NORTHCUTT of Cary announce the birth of a daughter, Janice Eileen, on April 17.

OFFICE ENGINEER *Ed Darden* and Crusher Superintendent *Bill Dye* have a contest on the best yield from their gardens this summer . . . Since *Ed* is an old experienced country boy from the lowlands of North Carolina, he is leading by a peck of beans . . . Later we hope to have snapshots of both gardens.

NEW BRIDGE . . . Shown below is the new bridge on NC 49 just west of the Asheboro city limits that was recently opened to traffic . . . The bridge spans the new Asheboro-to-Lexington (US 64) road . . . The new road will reduce the distance from Asheboro to Lexington by about five miles . . . John H. Brinkley of Thomasville is the contractor . . . *R. G. Southall* is the resident engineer.



NEW BRIDGE ON NC 49 OVER NEW ASHEBORO-LEXINGTON (US 64) ROAD

DIVISION SEVEN

CHARLES R. SMITH
Division Correspondent

CAP AND GOWN . . . *A. M. Buchanan* and family motored to Atlanta to see their son, Don Myers, receive his B.S. degree in Industrial Management from Georgia Tech . . . He was an outstanding high school football player at Charlotte Central . . . In 1947 he played tackle on the All-State High and Prep School Team and on the N. C. team in the Shrine Bowl Game . . . *Mr. and Mrs. Curtis Long* attended the VMI graduation of their son, Robert . . . *Robert* was employed in Construction last summer . . . *Mr. and Mrs. E. H. Dixon* and daughter, Dorothy, journeyed to Chapel Hill for E. H. Dixon, Jr.'s, graduation from the University . . . Dorothy finished at Monroe High School this year and was class valedictorian . . . *Mr. and Mrs. C. G. Bradfield* and son, Donald, traveled to Fort Benning to see C. R. Bradfield receive his commission . . . Lt. Bradfield was the youngest (21) of the 114 men who completed officers' training and received commissions.

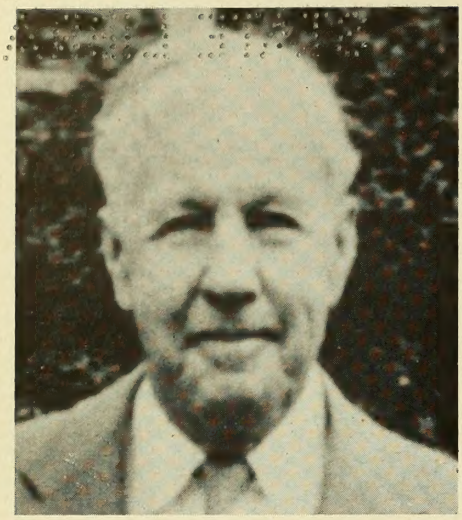


ANITA BUCHANAN IN THE MIDDLE

ANITA BUCHANAN, 12-year old daughter of *A. M. Buchanan*, is a member of the School Safety Patrol at Villa Heights School . . . She was among the Charlotte delegation to attend the Patrol's National Parade in Washington, D. C. . . . She's a sixth-grader and is pictured above in the middle as the group boarded the chartered bus.

VACATIONS . . . Pictured on page 15 is a group of highway folks from Rowan County at Kure's Beach in May . . . Note the result of a two-day fishing expedition . . . From left to right see machine operator *F. W. Schenk;* his wife, Mae; Gang foreman *J. D. Schenk's son, Douglas;* J. D. Schenk; and in the back is Fred Schenk who operates fishing boats from Kure's Beach . . . *Mr. and Mrs. R. E. Garrison, Sr.*, have been to the mountains . . . The

(Continued on page 15)



CURTIS LONG

SECTION FOREMAN Curtis Long of the Seventh Division traces his long highway service by the various trucks assigned to him. "My first truck was a Pierce-Arrow from World War I. Next they gave me a Nash-Quad truck with four wheel drive. It was always breaking down and in the shop for repairs. My next truck, with a maximum speed of 14 m.p.h., was a Liberty which could pull anything and as much as I could pile on it. When the ground was dry, I could go along fine at this marvelous speed. However, you could stall it with a watermelon rind as the wheels would spin in wet places. I used to drag sand-clay roads with it till sundown and then drive 15 miles home. The head lights of the truck were railroad kerosene-burning switch lights. It was very difficult dragging snow with a 'V' plow." Long next drove a GMC, a "Highway Special" assembled by the Commission, and a Model A Ford truck. Today he drives a Chevrolet truck.

Long, born May 8, 1880, near Long's Store, Union County, was educated in the Spruce Pine and Monroe High Schools. He and his wife, Connie, are members of the First Methodist Church of Charlotte. They have four children: Johnny, Harry, Bobby and Lucille.

Foreman Long says, "I have about two acres of flowers and vegetables which take every minute of my spare time. I also have a lake stocked with fish but seldom find time to fish much."

In conclusion, he says, "Unpaved roads are as hard to find in Mecklenburg County as the paved single track road was to find when I began working with the Commission 30 years ago."

★ ★

HEADQUARTERS

Louise Bernard
R. Getty Browning
C. T. Carmichael
Edward Cothran
Graham B. Egerton
George B. Elliott
Ina Ferrell
Franklin B. Hall
T. C. Hartman
William E. Hawkins
Clayton High
H. D. Irving
Roger A. Miles
J. L. Morson
Sam Smith
Mrs. Lillian M. Sorrell
Cecil L. Stearns
George Y. Stradley
C. B. Taylor
R. D. Turner
H. F. Waller
H. K. Witherspoon

RALEIGH EQUIPMENT DEPOT

Benjamin Franklin Allen
Thomas Roy Buchanan
Zeb Dee Bunch
Dewey A. Dickens
David Holloway Jones
Excell Phillips
Stamey I. Saunders
James Claiborne Smith
Grover Baron Woodell

DIVISION ONE

F. M. Carlisle
G. E. Hines
David Keel
J. C. Keel
H. P. King
J. M. King
Travis H. Lee
C. W. Lewis
E. S. Peabody
M. A. Robertson
R. R. Roper
R. C. Speight
W. N. Spruill
R. E. Thomas

DIVISION TWO

Wesley Ray Cross
Joe B. Cutchin
L. M. Gibbs, Sr.
Heber Gray
Ralph B. Johnson
W. B. Manning
Romilous Markham
John Lloyd McDonald
M. A. Morton
J. L. Thrower
H. A. White

HONO

D

R. V. Biberstein
J. O. Brown
P. A. Cameron
G. Lacy Coleman
Daniel James Graham
Walt
J. P.
Euge
S. S.
Victo
Jame

D

F. S. Clark
F. M. Edgerton
Auburn Wayne Fowler
C. H
T. C
Fran

D

Roy H. Beard
T. A. Burton
S. A. Campbell
J. W
Crali
J. G.

E. H. Andrews
W. H. Darden
C. E. Glasgow
G. H. Hilliard
Dexter B. Hough
O. J.
Roy
J. H.
W. T
J. W

DI

W. A. Little
Curtis Long
J. R. Long
J. H. Markham
F. B. McAnulty
Park
H. N.
B. P.
Robe
G. E.

We Salute Our 3

IT IS WITH PLEASURE that our 30-year men and women. nition for their achievement is overdue. In this and succeeding we shall continue to present p and brief life sketches of these Space would not permit carrying the sketches at one time. Wat "Honor Roll."

Their years of loyal service ha an example as well as a goal f newer employees. These years of service are a credit both to the Co sion and to the State.

In May, a short questionnair sent to each person with 30 or years of service. These life sk

ROLL

O. L. Owen
Lee Mack Taylor
B. Whiteside
Henry Talmage Wooten
H. R. Yount

A. H. O'Connell
Harrison P. Pollard

David Baxter Thomas
C. I. Walters
L. H. Wilson

E. M. Taylor
R. S. Taylor
R. D. Webb
G. L. Williams

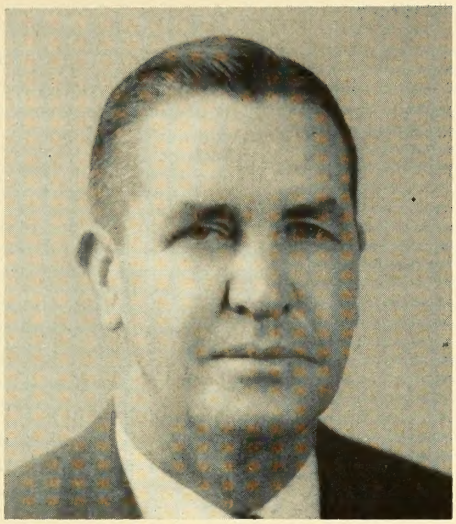
T. F. Royall
E. L. Setzer
M. A. Smith
W. Vance Yount

en and Women

awn from the returned ques-
We had a heart-warming re-
o our questionnaire. Many of
ct body have been most coop-
The write-ups vary in length
tent only because of the in-
n received.

awaiting receipt of the ques-
e from others. To those 30-year
no have not returned it, may
them to do so at once. Their
friends and highway associates
nting on them to furnish this
ion.

ch of these thirty-year men and
we send our congratulations and
hes.



ROY HERMAN BEARD

MAINTENANCE SUPERVISOR Roy Herman Beard of the first district of the Fifth Division claims, "I have not only served Granville County in the road department but also have served a Granville County girl (Lelia Royster) since 1928. We have two children, Jacquelin (now Mrs. Walter E. Nutt) who is a Wake Forest graduate and math teacher in Henderson High School. Our son, Roy, Jr., is a Sergeant in the 82nd Airborne Division at Fort Bragg." We have recently moved into our new home on Country Club Drive in Oxford and are enjoying 'settling' the house."

Beard was born April 9, 1900 in Cumberland County. He attended Beard's School and was graduated from Pittsboro High School in 1919. That same year he started with the Commission in Chatham County. The following three years, his work covered roads in Wake, Harnett, Vance, Person, Granville and Durham Counties. He helped build the first road with a tractor in Durham County (the Orange Factory Road) under Road Superintendent Tom Pendergrass. In 1922, Beard moved to Granville County where he has worked ever since. His first assignment was State section foreman. In 1931 he was assigned to gang foreman. In 1945 he was promoted to his present job.

The Beards are members of the First Baptist Church—he's a deacon. His civic affiliations include N. C. Society of Engineers and the Kiwanis Club (he's a director).

Beard concludes, "My 30-odd years of road work have covered all types of road equipment from the horse-drawn to the modern day types. The chairmen, commissioners, and engineers under whom I have served have been a source of inspiration and help during my entire service."

★ ★

DIVISION EIGHT

Obie Dean Bentley
J. A. Chauncey
R. S. Cheek
John F. Greer
Jess Davis Gwyn
John Henry Hauser
Charley A. Hayworth
Dallas S. Ingram
Albert Gaston Justus
Gabe Frank Lawson
J. H. Luper
Julius J. Miller
Earlie Thomas Moser
A. J. Reeves
Zeb Vance Stewart
J. W. York

DIVISION NINE

Samuel Blane Brinkley
Thad Baxter Guy
Edward Lee Kemper
Robert Wesley McAbee
Ivey Odist McCarthy
Earl Russell McGimpsey
William Angus McNeill
L. B. Peck
Floyd Pascal Poovey
C. W. Rink
Hugh I. Setzer
Guy Rupert Smith
Tommie Lee Vickers
James R. (R.R.) Yarbro
John Brown Young
F. S. Yount

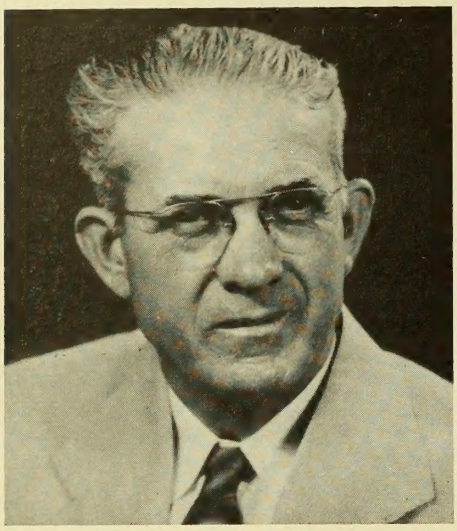
DIVISION TEN

Claud W. Brown
Henry Carswell
W. B. Ferguson
Dillard S. Foster
Harriet Watkins Gossett
Charles L. Green
Tom Griffith
W. Clyde Hensley
Byrd P. Jacobs
Earl King
Grover C. Mauney
James P. McCall
R. H. McClure
W. S. McNeill
C. P. Reeves
Vaughn R. Rhinehart

CENTRAL PRISON

R. A. Bridges
A. E. Cole
H. H. Honeycutt
Herbert Smith
N. L. Smith

HONOR ROLL



ALBERT H. O'CONNELL

FIELD MECHANIC Albert H. O'Connell of the Fourth Division in Wilson likes to garden. Summers, his pet project is raising vegetables.

O'Connell was born October 20, 1894 in Chatham County. His early schooling was received at Merry Oaks High School.

He is married to the former Laura Womack. They have two children: Marie and Howard. The O'Connell's live at 809 Briggs Street in Wilson.

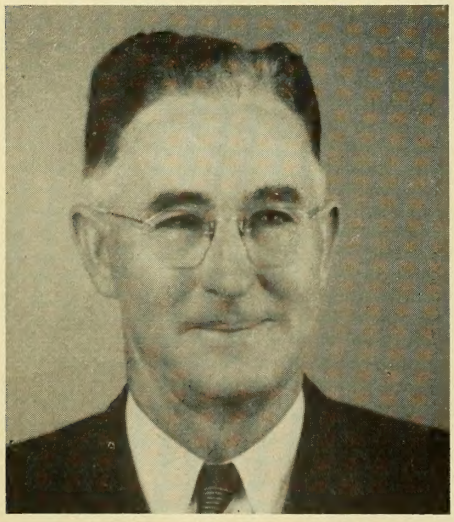
He's a member of the N. C. State Highway Employees Association.

GANG FOREMAN Obie Dean Bentley of North Wilkesboro in the Eighth Division claims, "I have not had an accident with State-owned equipment since my employment with the Commission in 1921 under C. S. Currier."

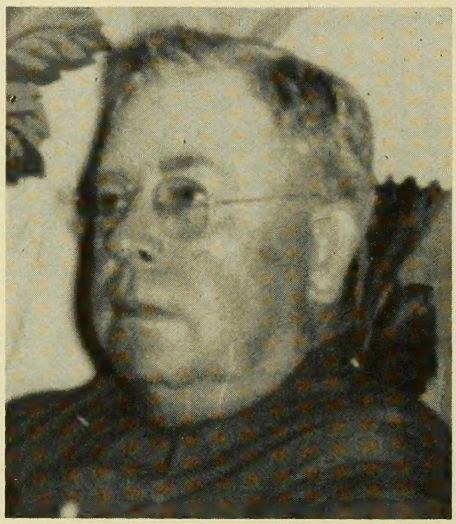
As early as 1918, Bentley worked on the roads in Wilkes County. He helped build wooden bridges over streams on Old Road #60. In 1920, he worked for H. Halcutt on Federal Aid Projects in Wilkes County. He recalls using mule teams to drag the roads and haul sand and top soil. In winter he used a wooden snow plow to push snow off the roads. Sometimes using lanterns for head lights, they pushed snow at night. He'll never forget his first truck—a Nash-Quad without a cab or windshield. For many years he was patch foreman in Wilkes, Surry, Yadkin and Alleghany. Today he is responsible for Wilkes County, but there are more hardsurfaced roads to maintain now than there were then in the four counties. After the flood of 1940, he worked on special projects rebuilding US 421 from North Wilkesboro to Boone.

A lifelong member of the First Baptist Church, Bentley since 1918 has been a Mason and member of Lodge 407. His wife is the former Grace Greene. Their son, W. Warren Bentley, was killed in 1944 in France during World War II. Their daughter, Grace Dean (Mrs. Sam) Pennell lives in Columbus, Georgia.

Bentley was born January 23, 1893, in Wilkes County. He attended Glade Valley High School in Alleghany County. He likes all kinds of sports and fishing.



OBIE DEAN BENTLEY



OSCAR LLOYD OWEN

HIGHWAY ENGINEER Oscar Lloyd Owen of the Third Division was born September 11, 1895 in Columbus County. He's a graduate of the Clarkton High School and the Officers Training School in Charleston, South Carolina. Later he took an engineering course from the International Correspondence Schools.

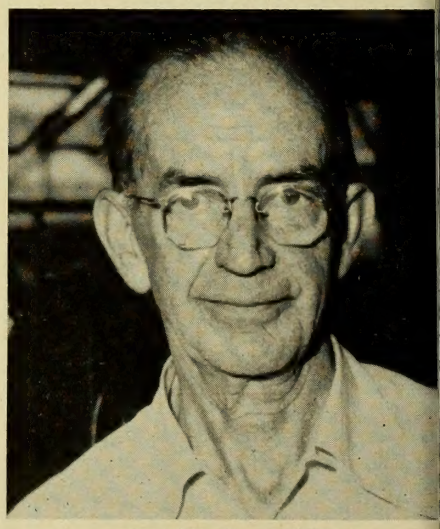
In 1921 he started with the Commission on a project from Elizabethtown to Cumberland County line as a rodman at $60 per month. He ne worked on the bridge at Elizabethtow From 1925 to 1928, he was an instr mentman on concrete pavement and types of construction. In 1931, he w promoted to senior resident engine and worked on bridges and roadw construction in the eastern part of t State. He built bridges over US 1 Southern Pines, between Lumbert and Red Springs, on NC 76 at Fa Bluff, across Inland Waterway ne Southport, across South River and ov the Black River. From 1943 to 194 he was maintenance supervisor Bladen and Columbus Counties. At th time, he transferred back to constru tion and helped build 200 miles of roa way during the last four years.

Owen is married to the former Ma Feimster. They live in Clinton, and ha one son—Sam who is a 26-year o Army Lieutenant in Germany. T Owens are members of the Whitevil First Presbyterian Church (he's elder). He's a member of the N. Society of Engineers, the Cape Fe Engineers Club of Fayetteville and t Clinton Rotary Club.

THE GENERAL "UTILITY MAN" the Raleigh Equipment Depot is a m chanic—David H. ("Uncle David' Jones. He started with the Commissi in 1921 when he was 27. He progresse from the stock room, accounting depar ment, store room, touring car sho pick up truck parts shop, upholste shop, automotive electrical departme to the Magneto Room where he h been for the last ten years.

Young Jones received his educatio at the Apex grade and high school During World War I, he served fro 1917 to 1919.

"Uncle David" is married to the forn er Ruby White of Durham. They ha

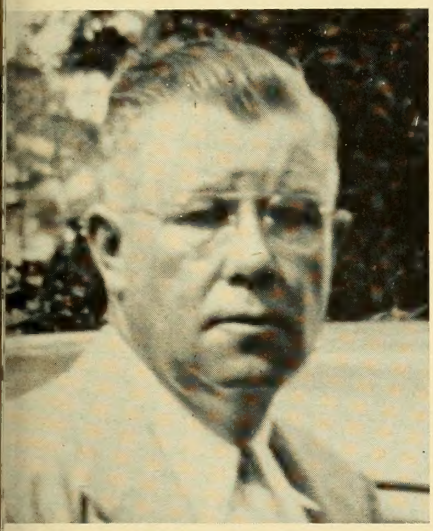


DAVID H. JONES

HONOR ROLL

ree children: Rev. Charles W. Jones the Decatur Baptist College in Texas, avid H. ("Buck") Jones of Buck's exaco Service Station in Durham, and ary Frances (Mrs. J. L. Buckley) of icago, Illinois.

His hobbies are fishing and hunting. ie Jones's are members of the Calvary aptist Church. He is the past master Apex Lodge 584 A.F.&A.M.



MAXWELL A. MORTON

GANG FOREMAN Maxwell A. Morton the Second Division with the exception of one year in Miami, Florida, has pent his entire life in Onslow County. He was born 51 years ago in Jacksonville. According to Morton, "I began ighway work with the maintenance department when it was first organized nder the supervision of Sam Dudley. continued work under his direction ntil his retirement. Since that time, W. Meadows has been my supervisor."

Morton is married to the former Florence Humphrey. They have two daughers: 18-year old Annie Faye and 9-year ld Betty Carol.

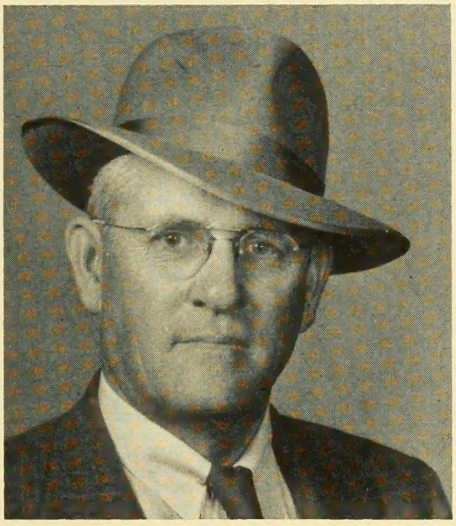
Gang foreman Morton likes to read nd listen to radio programs.

THOUGH MAINTENANCE Supervisr Henry Peoples King of the First ivision was born in Brunswick County, irginia, almost sixty years ago, he has ved the majority of his life in North arolina. He was educated in the Brunsick County schools.

In 1921, he began work with the tate as section foreman at Roduco. He as transferred to a floating gang and orked with it for two years under upervisor W. S. Montgomery and District Engineer J. C. Gardner. His work covered 12 counties. After two years, King returned to his former job at Roduco where he remained until 1927. He was promoted to supervisor with work in Dare, Camden, Currituck, Chowan, Pasquotank, Perquimans and Gates counties. When the State took over the county roads in 1931, his territory was reduced to Gates, Hertford and part of Bertie counties. King recalls, "R. R. Roper was district engineer at the time and our headquarters was located in Edenton. In 1937, the district office was moved to Elizabeth City and my counties included Gates, Chowan and Perquimans. I have been in the same capacity from that time until the present."

His wife's name is Geraldine. They have two children: H. P., Jr., and Mary King Eure. The Kings are members of the Cool Spring Baptist Church in Gates County (he's a deacon). His civic affiliations include the American Legion and I.O.O.F.

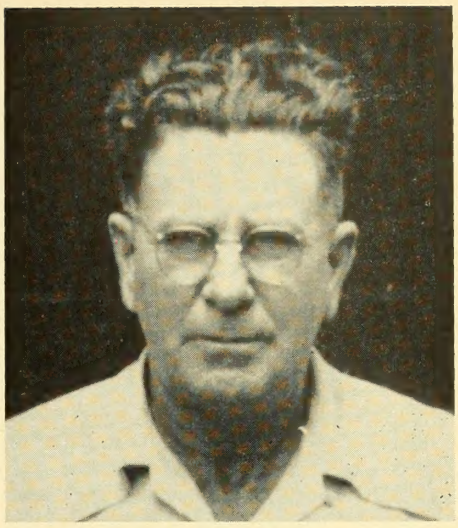
The maintenance supervisor relaxes by fishing and bird hunting.



HENRY PEOPLES KING

"SEEING THAT my boy got an education has been my greatest interest and joy," says Gang Foreman Tommie Lee Vickers of Rutherfordton in the Ninth Division. His son, 20-year old Tommie Lee, Jr., graduated May 31, 1952, from Berea College in Kentucky.

July 1, 1921, Vickers started as a truck driver in the old Eighth District. A. P. Eskridge was maintenance engineer. The next year, Vickers started painting signs—a real hazard as the roads were rutted and muddy. He recalls leaving Marion early one Monday morning going to a road camp on Grandfather Mountain in Avery County —a distance of 80 miles. After navigating the last four miles on foot, he finally arrived late on Tuesday evening. In 1923, he was promoted to section foreman on old NC 20 (now US 74) in Rutherford County.

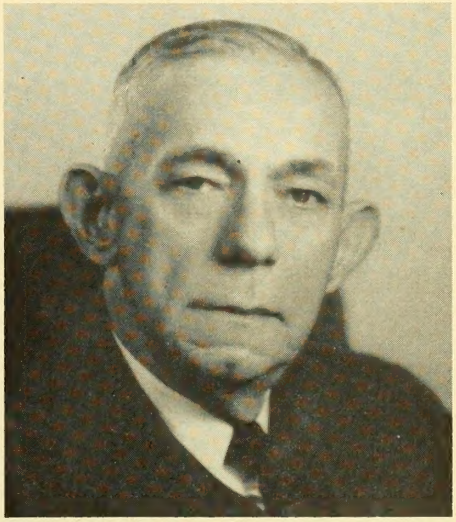


TOMMIE LEE VICKERS

Vickers completed the seventh grade of the Rutherford County public schools. A member of the Pisgah Methodist Church, he is married to the former Essie McDaniel who is a registered nurse. Vickers likes to hunt deer and bear. He has two pitscoker dogs.

ASSISTANT PURCHASING Agent F. B. Hall of Raleigh has had a varied work experience. He spent 14 years as a brakeman and conductor on the Atlantic Coastline and the Seaboard Railroads. He next worked in a saw mill, lumber company and bank before coming with the Commision in 1921 as maintenance accountant in Division One.

A native of Roseboro, Hall was resident engineer on various projects near



FRANKLIN B. HALL

HONOR ROLL

Tarboro for one year (1922-23). The following years, he was assistant superintendent of equipment. From 1927 to 1933, he was equipment superintendent in Raleigh. In 1933, he returned to Tarboro for one year as division mechanic. However, in 1934 he was transferred and promoted to his present job.

Educated in the public schools of Sampson County, Hall completed two years at old Trinity College (now Duke).

Hall is a member of the Raleigh Lions (he's the past president), the Raleigh Shrine Club (he's the past president), the William G. Hill Masonic Lodge, the New Bern Consistory Scottish Rite Masons, the Raleigh York Rite Masons (he's the past commander), and the Sudan Temple. Hall is a director of the Raleigh YMCA (he's also the treasurer) and the Raleigh Golf Association. He enjoys hunting, fishing and golfing.

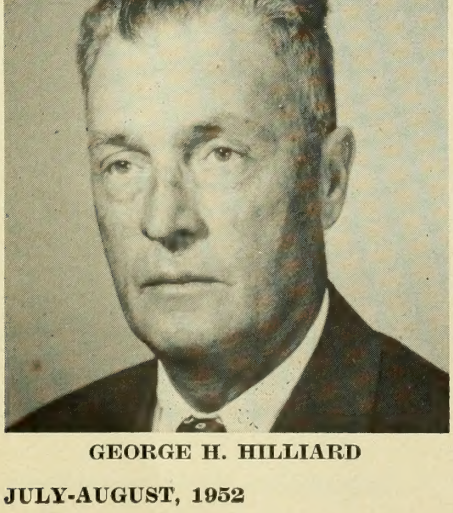
In 1922, he was married to the former Martha Simmons. They live at 2215 Creston Road.

SECTION FOREMAN George H. Hilliard of the Sixth Division sums up his 30-odd years of highway service: "I have enjoyed my affiliation with the Highway Commission and its many employees. It has been a pleasure to serve the people of North Carolina."

Hilliard, born September 9, 1895, in Moore County, completed the fifth grade of the Old Field School near Haw Branch. During World War I, he served two years with the AEF in the Second Battalion of the 20th Engineers. Upon his return to the States, he worked with the Moore County Road Commission until 1921 when he started with the Commission as a truck driver. Nine months later he was promoted to section foreman—a job he's held ever since. His department has been responsible for the maintenance of a section of US 1 through Moore County for many years. In Hilliard's words, "To my knowledge there has never been an accident on my section of road that could be attributed to the road condition. Neither my personal car nor any of my highway equipment has ever been involved in an accident." His territory in the second district includes Chatham, Harnett, Lee and Moore counties.

A member of the Page Memorial Methodist Church, Hilliard is married to the former Daisy Allen. They have two daughters—Margaret and Lucile—and one son, George, Jr.

Off the job, you'll find Hilliard hunting or fishing. He's active in affairs of American Legion Post 72 of Aberdeen.



GEORGE H. HILLIARD



R. A. BRIDGES

A FAMILIAR FACE around Central Prison in Raleigh belongs to Captain R. A. Bridges. He began working with the Prison Department August 15, 1917. After World War I in 1919, he came to Central Prison as a guard. In 1934, he became executioner. Three years later he was promoted to his present job—prison guard supervisor and captain of the first shift.

Wake County born (March 17, 1896) and bred, he is married to the former Martha Ellis. The Bridges's live on Route #1, Raleigh and have two children. Their daughter, Violet Elizabeth Bridges Davis lives on Route #1, Raleigh, while their son, Robert A. Bridges, Jr., lives in Atlanta.

In his spare time, Guard Captain Bridges raises rabbits, chickens and hogs.



MRS. HARRIET W. GOSSETT

MRS. HARRIET WATKINS GOSSETT has done all the secretarial and stenographic work in the Tenth Division office in Asheville since her employment on March 6, 1922. She has helped each division engineer from Wythe M. Peyton through John Walker, and Z. V. Stewart to W. M. Corkill. According to Mrs. Gossett "I've always had fine men to work for."

A native of Louisville, Kentucky, Mrs. Gossett visited friends in Asheville when she was 18. She liked the mountains and people so well that she stayed and got a job with the State Highway. During her service, she's seen the division office moved from the Technical Building to the Medical Building to the Asheville Court House and finally to the Haywood Building in 1937. When quized about her long service record, she laughs and says, "I started out as water boy and worked up to secretary. And like Jack Benny, I'm only 39."

Mrs. Gossett received her formal education at the Louisville School for Girls and Clark's Business College. In November, 1924, she married A. Burge Gossett who has been in poor health for many years. Her mother, Mrs. Nov Watkins, lives with them in Asheville.

In her spare time, she likes to read, do needlepoint and collect china dogs and pitchers. She used to play the piano and sing in the First Christian Church choir.

Mrs. Gossett is noted for her good nature as she has a ready comeback when her associates tease her about her weight.

The question for each one to settle is not what he would do if he had means, time, influence and educational advantages, but what he will do with the things he has.—Hamilton Wright Mabie.



TRUCK DRIVERS . . . CABARRUS



ASPHALT PATCH CREW



CABARRUS GANG FOREMEN

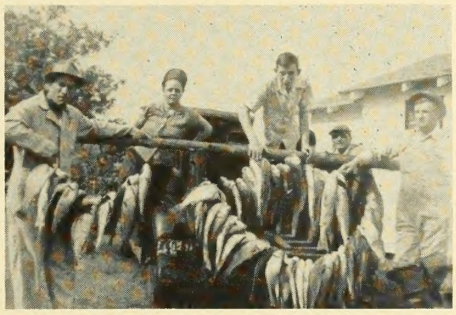
Tar Wheels Continued

E. Morris's vacationed in Reidsville, eorgia . . . The *Jesse Andersons* and the *D. Hunts* have also been vacationing . Road Oil foreman *Sam Rackley* spent week-end in Burgaw and went shadding the northeast River . . . Road Oil pervisor *W. T. Smith* and Maintenance pervisor *R. L. Brown* of Mecklenburg unty spent a May week-end fishing off rightsville Beach and caught a good ul of king mackerel.

WE WERE SORRY to hear of the death *L. F. Worrell's* mother . . . *Worrell* is ith the Road Oil forces.

HERE ARE THREE pictures of the oad Oil crews in action . . . *Claude B. aness* was driving the tractor and *E. T. atley* and *Pearl Thomas* were on back drags as the drag seal on NC 109 was plied . . . In the second snapshot may seen from left to right, sitting, *Maske, ornback, Hatley, Allen* and *Wright* . . . anding from left to right are *Marsh, aylor, Morgan, Morgan, Thomas, Ratliff, auldin, Lee, Lee, Ratliff, Maness,* and *arsh* . . . At the rear is Road Oil echanic *Jap Carpenter* . . . In the third noto a group of employees was loading sphalt with a 3-way hook-up using a pply tank as a booster . . . Standing om left to right are *Jim Allen, Seabron ee, James Cox, Wade Marsh,* and *Graham ohnston* . . . *H. G. Mitchell* is on the stributor.

LITTLE STRANGERS . . . *Mr. and Mrs. mes Moser* of Monroe have a new baby girl . . . *Mr. and Mrs. B. David Brooks* have a new daughter, Brenda Carol, born on March 17 . . . *Mr. and Mrs. Howze Hardison* have a son, William McLendon



THE SCHENKS AT KURE'S BEACH

Hardison, born in April . . . *Mr. and Mrs. Paul Flake* have a new girl, Linda Carol, born in April . . . *Mr. and Mrs. A. J. Harkey* of Cleveland are parents of a new daughter, Kathie Elaine, who was born at Davis Hospital in Statesville in May . . . The *Harold Ray Basingers* of Salisbury have two new babies—twins—born at Rowan Memorial Hospital in May . . . They named the twins Karen Kay and Harold Ray, Jr. . . . *Father Harold* is employed as section foreman helper.

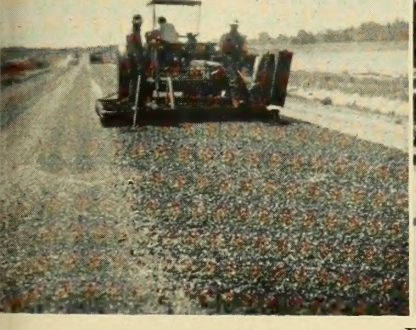
SEE Cabarrus County's three section foremen on next page . . . From left to right: *C. A. Graham* from Odell School Community who has been with the Commission since 1931 . . . *H. W. Love* of Mt. Pleasant who went to work shortly after the State took over the county roads in 1931 . . . And *Frank Brown* of Concord who was already working with Cabarrus County in 1931 and merely transferred over to the Maintenance Department . . . These men have plenty of know-how when it comes to building and maintaining roads.

A GROUP of highway truck drivers at the Cabarrus Maintenance shed posed for the camera . . . From left to right, standing: *C. W. Parker, V. L. Ritchie, L. B. Smith, Edward Crowell, Craig Barbee, Charlie Hurlocker* . . . Kneeling from left to right: *Tate Troutman, Henry Furr, Lee Meketchin, Bill Rowland, Molly Baucom* . . . From left to right, sitting: *Claude Huneycutt, Harry Dry, Cecil Furr.*

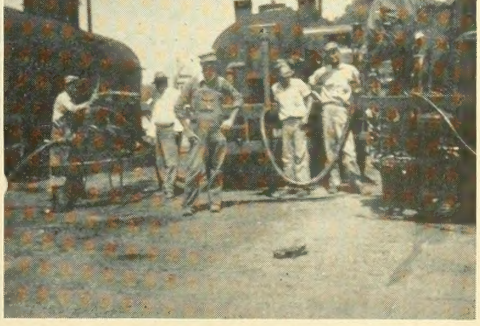
THE ASPHALT PATCH Crew of Cabarrus County lined up for a snapshot . . . From left to right, standing: *W. E. Kimbrell, R. L. Boger, J. A. Mills, L. F. Dry, A. G. Sanders,* and *W. L. Parnell* . . . From left to right, kneeling: *B. D. Shoe, B. B. Black, K. L. Honeycutt, J. W. Isenhour* and *C. A. Waters.*

THE GANG FOREMEN of Cabarrus County Prison Camp are pictured above . . . From left to right, standing are: *R. M. Williams, C. N. Faggart,* and *W. D. Hurlocker* . . . From left to right, kneeling are: *E. C. Shinn, C. V. Eagle,* and *C. W. Furr.*

RETURNED TO WORK . . . Welcome to *Frank Alexander* who is working in Mecklenburg County after serving 18 months in Korea with the U. S. Army Engineers.







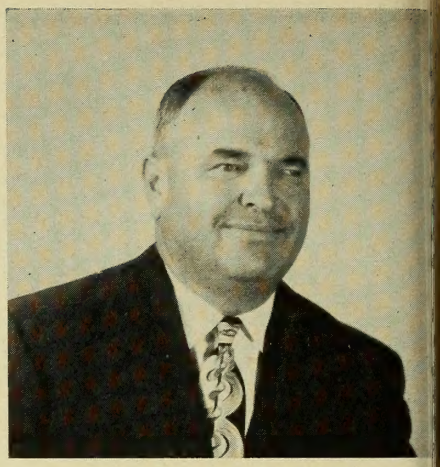
ROAD OIL CREWS IN THE SEVENTH DIVISION



CABARRUS SECTION FOREMEN



ROBERT L. BROWN WITHOUT HAT



LLOYD A. COOKE

WILLIAM JONES of Huntersville is all smiles since he and his wife moved into their new home.

SAFETY MEETING . . . The regular monthly meeting of the highway employees in Cabarrus County was presided over by Safety Director *J. P. Crawford* . . . District Engineer *G. E. Rike* gave a talk on the importance of safety on the job.

LEFTHANDER Donald Schenk, son of *Mr. and Mrs. R. W. Schenk* of Salisbury, is making quite a name for himself with the Professional Rocots this year . . . Donald, a former Legion Star, is 18 and has won three games and lost none as we go to press.

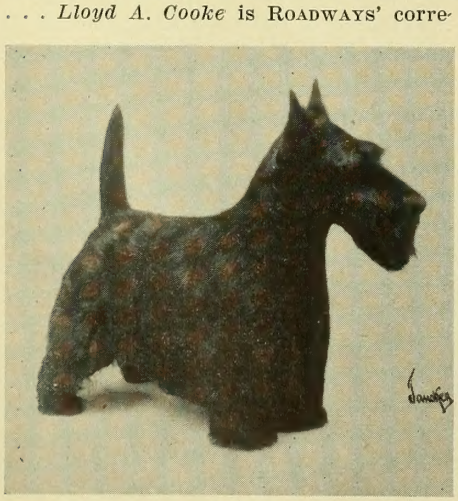
APPRECIATION . . . H. E. Jackson, Bob Jackson and B. A. Jackson of Prospect Community in Rowan County, served a picnic dinner at H. E.'s home for highway employees who recently completed grading a bond road . . . *Grady E. Lyerly* and about 15 of his maintenance men were on hand . . . It was a very delightful dinner and illustrates the high esteem felt for Commission employees by the residents of this community.

WE WANT YOU to know your district correspondents, life's blood of ROADWAYS . . . *Lloyd A. Cooke* is ROADWAYS' correspondent for the Second District in Albemarle . . . He's a native of Mecklenburg County and has been with the Commission for 23 years . . . Born October 29, 1908, Lloyd is the son of Mr. and Mrs. W. R. Cooke of Newell . . . He was married to the former Mildred Catherine Arey of Salisbury in 1939 . . . They have two boys: 11-year old Lloyd, Jr.; and 3-year old Fredrick . . . He's a graduate of Newell High School where he was captain of the baseball and basketball teams during his senior year . . . *Lloyd* attended UNC and was on the White Phantom basketball team for two years . . . He's a deacon and member of the First Presbyterian Church . . . *Lloyd's* a great sport enthusiast and spare-time fisherman . . . His philosophy is for all to live by the Golden Rule.

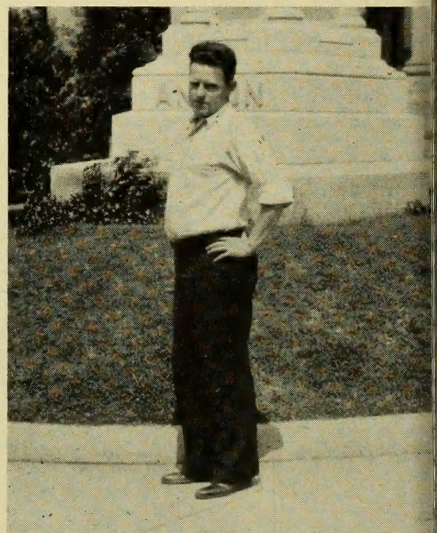
CONGRATULATIONS . . . *R. P. Lee* of the Road Oil forces and Elaine Moore of Morven were married in Chesterfield, S. C., on May 29.

DISTRICT THREE correspondent for our magazine is *Robert L. Brown* who came to Charlotte from Shelby at the age of two and graduated from high school in 1903 . . . He was elected and served for two years as Commissioner of Public Works in Charlotte . . . For 18 years he was on railway construction and maintenance . . . For the last 29 years he's been on highway construction and maintenance . . . He's Road Maintenance Supervisor of Mecklenburg County . . . His wife is the former Annie Mae Austin of Charlotte . . . They have one son, Lt. Col. Robert L. Brown, Jr., stationed in Japan . . . Col. Brown's wife and three sons are making their home in Charlotte now . . . Aside from highway work, *Brown* has two hobbies . . . He likes to breed, train and show Scottish Terrier dogs . . . Pictured is his finest male champion—"Brown's Iron Major"—which won on the Northern Circuit (an unusual feat for a Rebel dog). . . . *Brown's* other interest is fishing—both surf and offshore . . . This snapshot was taken on a recent fishing trip—50 miles off the Caroli coast . . . *Bob Brown* is the one in t middle without a hat.

GANG FOREMAN *W. Murr Crowd* as our correspondent, sends pictures a keeps the news up-to-date from Distr One . . . He was born April 22, 1897 Wadesboro where he still lives . . . Up completion of the Wadesboro gramm and high schools, he engaged in variety of jobs . . . He was first a boo keeper, then a superintendent of t Singleton Silk Mill . . . Next he turn to selling furniture when the rayon a silk thrower plants went out of busine in 1925 . . . He sold for O'Connor Fur ture and later Rhodes-Hawkins of Aug ta, Ga. . . . In 1935, he went with the U. Soil Conservation in the payroll depa ment at Wadesboro . . . He remained the until the Brown Creek Water Shed p ject was completed in 1940 . . . *Crowd* worked his way up from a laborer 1941 through section foreman help gang subforeman and finally to ga foreman in Anson County . . . He's u married and a Baptist . . . Boating a fishing are his off-the-job interests.

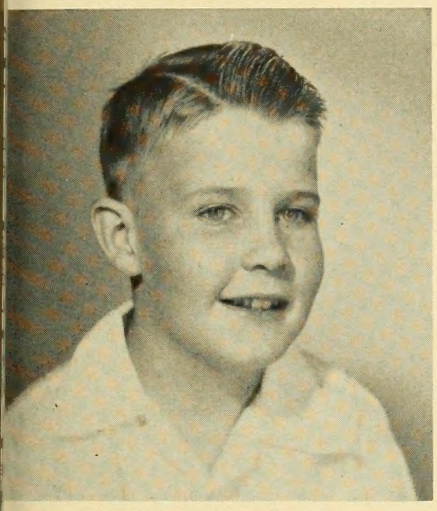


"BROWN'S IRON MAJOR"



W. MURR CROWDER

THE SEVENTH has several folks out :k . . . *T. R. Scarborough* is still ill at ›me . . . *J. B. Pridgen* recently under- ›nt a major operation for ulcerated ›mach . . . *J. C. Morris*, machine opera- r, is still confined to his home after the art attack he suffered in May . . . *J. A. ennedy*, Resident Engineer on the new ıdkin River Bridge, is confined to the ›wan Memorial Hospital for a check-up . We're wishing each a speedy recovery. BACK ON THE JOB after illness . . . e welcome *R. L. Rush, Douglas Patrick, ›orge Allen, J. B. Clanton, R. L. Brown, C. Phillips, H. R. Shelton,* and *Harold elms* . . . It's good to have them back! NEW FACE . . . *Frank Daniels* of Char- tte has been employed by the Construc- ›n Department for the summer . . . *rank* is a graduate of Catawba College ıd hails from Mocksville . . . Last year › taught in the Dallas High School.



JERRY McCRACKEN

DIVISION EIGHT

JAMES H. COUNCILL
Division Correspondent

FRANK McCRACKEN has a talented)-year old son, Jerry . . . Earlier Kai ırgenson of Chapel Hill announced that erry had been selected to play the nportant role of "Jack Stuart" in oone's new outdoor drama, HORN IN HE WEST . . . Jerry is an outstanding oone Demonstration School pupil . . . [e not only directs but takes leading ›les in class plays . . . Jerry is a member f the Public Safety Patrol, vice-president f the 4-H Club and student director of he Appalachian Junior High School ›and . . . He's also Ambassador-In-Chief f the Junior Royal Ambassadors of 'irst Baptist Church . . . The senior *IcCracken* is supervisory foreman of he Eighth.

CONGRATULATIONS to Road Oil upervisor *Walter Pugh* and his wife . . . 'heir heir, Walter Leonard, was born Iay 1 . . . *Mr. and Mrs. Earl Stikes* have



MARLENE AND MADELINE STIKES

not one but *two* 3-month old daughters—Marlene and Madeline . . Earl's in the Sign Department . . . See them above.

DIVISION ENGINEER *Zeb Stewart's* second son, Hugh, got back in May from a year's work with the Atlas Construction Company in North Africa . . . The company was building airports near Casablanca . . . Hugh expects to enter service soon . . . He's pictured below with a burro and some of the natives.

THE EIGHTH was saddened by the death of *Carter Swanson Hall*, section foreman helper of Lawsonville, Stokes County . . . He was only 53 and had been employed by the Commission since 1927 . . . His faithful service will be missed.

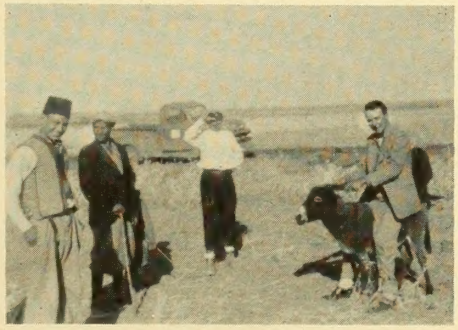
THE MANY FRIENDS of *J. F. "Burr" Bivins* have been concerned about his health . . . He had just started on a new job with Clement Brothers when he suffered a heart attack . . . *"Burr"* was formerly District Two Engineer . . . He's now a patient in Caldwell Memorial Hospital in Lenoir . . . His highway friends are pulling for his speedy recovery.

SHOVEL OPERATOR *H. W. Pardue* after 18 years with the Highway resigned to go into the furniture business.

TWO NEW EMPLOYEES . . . *N. Ray Norman*, blacksmith, and *Bill R. Pardue*, motor operator payloader, are now on the permanent payroll . . . Both men are from Elkin.

U. L. ("SOG") SEBASTIAN'S son, Clay, who is in California was married in Oakland on May 9 . . . *Sog's* in the Equipment Department at North Wilkesboro.

RAY CAMPBELL was out sick for several days . . . We hope he is well now and back at work in the Division Shop.

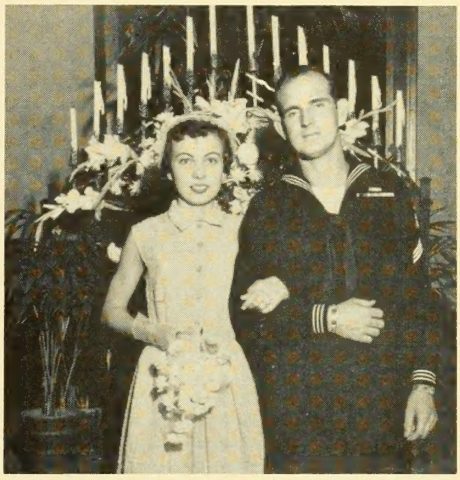


HUGH STEWART . . . IN AFRICA

DIVISION NINE

JEAN CLINE
Division Correspondent

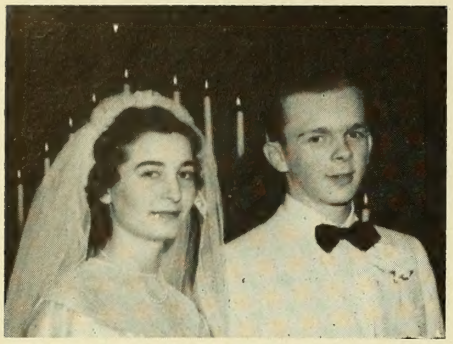
"SOMETHING BORROWED, SOMETHING BLUE" . . . Barbara Ann Jarrett and *Luther Howard Beam* were married June 14 at the First Baptist Church at Shelby . . . *Howard* is in Construction and located at Statesville . . . Hugh Setzer and Delores Arndt were married June 8 at Claremont . . . Hugh is the son of *Bridge Foreman and Mrs. H. I. Setzer* . . . A 20-odd year courtship was climaxed by the marriage of Eva Hamrick and *George Noggle* on May 31 at Shelby . . . *George* is foreman in District One Maintenance Department . . . The Noggles returned from their honeymoon and moved into a pretty new brick home . . . *"Bud" Austell* of the Construction Department



THE FRANK Y. PUTNAMS

at Shelby was married to Anita Hart Owens of Greenville, S. C. on June 28 . . . The bride taught in the Shelby High School last year . . . Mildred Doris Abernathy, daughter of *Mr. and Mrs. J. F. Abernathy*, was married to Frank Young Putnam on May 25 . . . Her father is the division mechanic . . . Shelby construction employee *Stan Sherman* was married May 11 . . . See *Stan* and his bride on the next page.

WE EXPRESS sympathy to *W. A. Downs* in the death of his brother . . . To *Mr. and Mrs. A. L. Hardin* in the loss of their daughter, Mary Alice . . . To *C. R. Rankin* of Iredell County in the death of his brother . . . To Road Oil employee *Erwin Champion* and family in the recent death of *Erwin's* father, A. F. Champion . . . And to the family of Thomas Warren Sain, 25, son of *Mr. and Mrs. Burt Sain* of Toluca . . . Highway folks will remember young Sain as he worked for some time in the Road Oil Department where his father, *Burt Sain*, is now employed . . . Young Sain leaves a wife and two young children.



THE STAN SHERMANS

CRADLE ROLL . . . New arrivals in District Two include: A son, Thomas Lynn, born to *Mr. and Mrs. John Thomas Watt* of Statesville . . . A daughter, Carolyn Jeanette, born to *Mr. and Mrs. E. A. Bunton* of Statesville . . . A son, David Edward, born to *Mr. and Mrs. J. B. Robinette* of Taylorsville . . . A son, Monty Lee, born to *Mr. and Mrs. J. R. Robinson* . . . The stork landed twice in May at the Rutherfordton office bringing two girls, Patricia Ruth to the *J. G. Haynes'* and Lynda Diana to the *C. B. Phillips'* . . . Both fathers are engineering aides . . . *Mr. and Mrs. L. B. Peck, Jr.*, have new twin sons (Frederick Lewis and Julius Gray.)

SIGN SUPERVISOR *E. J. Rector's* grandson, Mark Wayne, is pictured below . . . Mark Wayne's parents are Mr. and Mrs. George Rector of Marion.

NEW EMPLOYEES . . . *Rowe F. Piercy*, engineering aide, started with the Highway April 1 in the Hickory Construction Department . . . District Three has five new employees who started in May: *Forrest R. Smith, Clifton Jonas Jimison, John L. Sherlin, Canie A. Butler*, and *John B. Gurley* . . . District Two signed up three new men in April: *Frank E. Hatchett, Bennie Russell Howard* and *William T. Kenner.*

FAMILIAR FACES . . . *Eugene Crowder* of Shelby Construction party has returned to work after an honorable discharge from the Army . . . *Steve Brendle*, District One truck driver, was re-employed May 1 after having been on military leave . . . *Hayden Bass Rhyne*, District Two truck driver, was re-employed on May 1.

CALL TO COLORS . . . *Gaston Cecil Rupard*, District Two truck driver, went on military leave as he is now in the Army.

BACK ON THE JOB . . . Resident Engineer *R. J. Albert* of the Shelby office is back after a minor operation . . . District Engineer *P. D. Miller* returned after a month's illness at the H. F. Long Hospital in Statesville . . . *Samuel Sidney Reep*, Road Oil employee, is working again after being on sick leave since last November.

FOLKS on the sick list in the Ninth include: Janice Albea, daughter of *L. G. Albea* (a mechanic in the Division Shop), who had her appendix out in April . . . Mechanic *Ray C. Short* of the Division Shop who was out sick for over a year, but will soon return to his job . . Mrs. Selma Brooks, wife of *Gene Brooks* (Construction employee), who is convalescing after a minor operation at the Shelby Hospital . . . *L. B. Peck* who has returned home from the Albemarle Hospital.

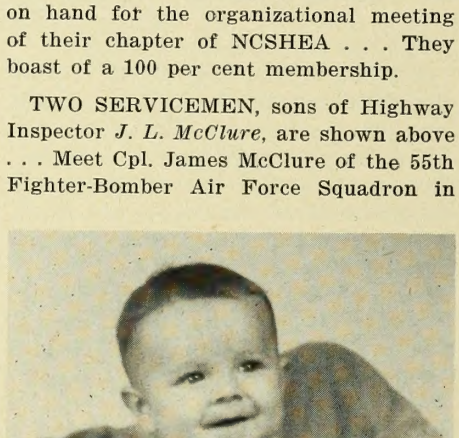
HOSPITAL ZONE . . . *L. G. Albea* was a Presbyterian Hospital patient in Charlotte . . . *M. L. Hughes* broke a leg while unloading a conveyor belt at the Marion shop and was confined to the Marion Hospital before his transfer to the Shelby Hospital (he should be home in a few weeks) . . . Mrs. Martha Allen, wife of mechanic *Carl Allen*, is home from the hospital.

MRS. FIDELIA EDNEY went on Maternity Leave the first of July . . . *Martha S. Allen* who previously worked in the Division office for seven years will replace her.

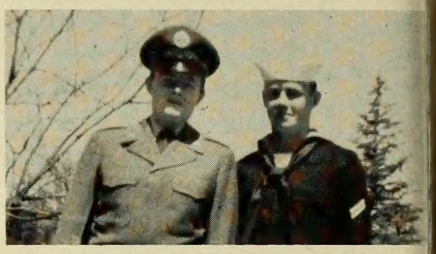
VACATIONS . . . Maintenance supervisor *P. J. Corpening* spent the second week in June with his family at their cabin on Lake James, near Marion . . . *Paul Mechling*, foreman of the Sign Department, and his wife just returned from a week's vacation in Pennsylvania.

DIVISION OFFICE employees enjoyed a fish fry at Brackett Cedar Park near Shelby June 6 . . . Eighty-six folks were on hand for the organizational meeting of their chapter of NCSHEA . . . They boast of a 100 per cent membership.

TWO SERVICEMEN, sons of Highway Inspector *J. L. McClure*, are shown above . . . Meet Cpl. James McClure of the 55th Fighter-Bomber Air Force Squadron in England and Seaman Second Class William McClure of the destroyer, U Rooks.



MARK WAYNE RECTOR



J. L. McCLURE'S SONS

DIVISION TEN

DAN TURNER
Division Correspondent

MULE MAULED . . . The bridge Maintenance Department was repairing bridge on Bear Creek Road in Buncom County . . . At the end of a work day t floor of the bridge was off so they bar caded the bridge at both ends and mark with warning lights . . . They left 2 by 10 foot catwalk all the way acro the bridge . . . A curious mule, decidi he wanted to cross the bridge, ventur across . . . He was halfway across wh he slipped and fell to his death.

SPEEDY RECOVERY to those folks the Tenth who have been sick . . . The li includes Mrs. George Pullium, wife the gang foreman; Wilma Brendl daughter of Senior Guard *Pender Bre dle;* Gang Foremen *B. R. Walters* a *"Bassie" Wells; Leon C. Culbertson;* a Mrs. George Page of Florida (her so Construction Engineer *G. G. Page* w called to Florida because of her illness

DEEPEST SYMPATHY to the family *R. M. Mundy*, Road Maintenance Supe visor in Madison County until his retir ment in 1948, who died at his home Morganton, June 4 . . . He had been e ployed by the Commission for 26 years.

BEST WISHES to Kathryn Fergus who was married to Ben Bosworth, J on June 14 in the First Presbyteria Church of Weaverville . . . She's t daughter of former District Engine *W. B. Ferguson* . . . Mary Lou Fergus was married to Sgt. Doyle Clay recent . . . She's the daughter of *Mr. and Mr Homer Ferguson.*

TWO NEW FACES . . . *Garnett Moo* and *"Abe" Zimmerman* have signed on a truck drivers in District Three.

ASSISTANT DIVISION Engineer *J. Knight* and his daughter, Julia Le vacationed in Washington, D. C. and va ous points in Virginia . . . *H. D. Aike* Road Maintenance Supervisor of Distri One, had his two daughters, Mrs. Garriso from Washington, D. C., and Mrs. Tayl from Gainsville, Ga., visiting him . .

r. Aiken's son, Vernon, just received his aster's degree from the University of orida and has accepted a position with engineering firm in Jacksonville, Fla.

STORK NEWS . . . *Mr. and Mrs. Clarce Barnett* have a new baby boy . . . *r. and Mrs. Horace Harper* announce e birth of a daughter, Nancy Lee . . . *arence* is a truck driver and *Horace* is nployed as a motor grader operator . . . oth work in the Third District.

ARMY DOINGS . . . Sgt. Roy Ferguson d Pfc. Jack Raxter are with Uncle Sam's rmy in Germany . . . Pfc. John Raxter is ationed at Camp Atterbury, Indiana . . . oy is the son of motor grader operator *omer Ferguson* . . . Gang Foreman *oody Raxter* is the father of Jack and hn . . .*Oder A. Anders*, District One uck driver, has gone to the Army.

MR. FIXIT . . . They say *Henry Wyatt*, rd foreman at Craggy, is a whiz at pairing radios.

HEADQUARTERS

"SKIN" WITHERSPOON according to local paper is not only an amateur otographer and ice skater but a "sing-" as well . . . Through error "*H. K.*" ather than "David" *Witherspoon* was redited with singing at Barbara Crawrd's wedding.

UP IN ROADWAY there are three new mployees: *Bobby E. Leonard, George A. cKee*, and *James Warren* . . . There are ree temporary workers: *Gene Willis, arson Boone, Jr.*, and *Richard Jones* . . . ecent vacationists, and their destinaons, are: *Mrs. Martha Enscore* (Myrtle each), *Mrs. Mary Ruffin* (Wrightsville each), *Ed McMahan* (Fontana Dam), *asper Frantz* (Pennsylvania), and *A. L. idyette* (Massachusetts to visit his son.)

IN BRIDGE MAINTENANCE *Mrs. ildred Stuart* resigned to go to Wilson and was replaced by *Etta W. Connelly* who transferred from the State Board of Health.

CARL F. IZZARD, Chief of Hydraulic Branch of Bureau of Public Roads in Washington, D. C., in a report of his recent trip to the State said, "*W. S. Winslow* has been in charge of the location and hydraulic design of all draining structures in North Carolina since the early '20's. He has a remarkably extensive knowledge of stream flow throughout the entire State, and, in my opinion, has applied more native intelligence to the problem of determining adequate bridge waterways than anyone else in a similar capacity in any state highway department of which I have personal knowledge."

CARTOGRAPHER *L. Polk Denmark's* forty years of continuous scouting, leadership and service were recognized at the May Court of Honor of the Wake District . . . He helped organize in 1912 the Hayes-Barton Baptist Troop 25 (he's assistant scoutmaster).

THE BRIDGE DEPARTMENT *has* three teachers and one graduate student from State College working this summer —*A. Mitchell, G. W. Middleton, Hardee*, and *F. D. Tyler, Jr.* . . . *W. R. Steininger* is a temporary bridge location worker . . . *Emily Brown*, daughter of Assistant Third Division Engineer *C. E. Brown* of Fayetteville, is a rising senior in Civil Engineering at State College and she's in the bridge drafting room this summer . . . *E. B. Constantine* is a new worker . . . *Mrs. Eva Wilson* who left a year ago and now has a young son will return to her old job . . . *Nancy Adams* resigned to work at State College . . . *R. B. Howard, Jr.* (part-time employee) resigned upon completion of his Master's degree at State . . . *R. H. Wiggins, Jr.*, took a three-week trip to Calfornia by car and returned to Washington by plane . . . *H. W. Shelden* took a two-week trip to his old home in Michigan.

IN LOCATION *R. Getty Browning* vacationed at his home near Deep Creek Lake, Md. . . . *Paul and Dixie Ferguson* drove to Lewistown, Penn., to visit his family.

OVER in the lab *R. E. Helms* upon graduation from State College resigned after two years of part-time work . . . Our sympathy to *Pat O'Berry* of Evergreen in the death of his mother in June . . . *Mrs. Faylene Raper* returned to work after the birth of her son, Danny, in March . . . *Fred Waller* was quite sick at Rex Hospital but is home now recuperating . . . *Barbara Nell Crawford* resigned in June to marry Lloyd Stanley.

IN CONSTRUCTION *Elizabeth Jackson* is flashing a diamond ring from Red House . . . They'll marry in the fall . . . *Mr. and Mrs. John Wiggins* vacationed in western N. C. over the Fourth.

IN AUDITING *Sam Smith's* daughter, Mrs. Robert Grady, and son, Bobby, of St. Petersburg, Fla., visited him in May . . . *Becky Holden* resigned and was temporarily replaced by *Barbara Satterfield* . . . Two new faces are *Ruth Boone* and *Ida C. Bell* . . . *Mary Lee Stevenson* resigned and was replaced by *Edith Lynn Crocker* . . . *Cecil Stearns, Uncle Bim Sawyer, Charlie Biggs* and *K. W. Pagan* are still talking about their week-end fishing jaunt to Little River . . . *Mary Wilkinson* was an attendant in her cousin's wedding.

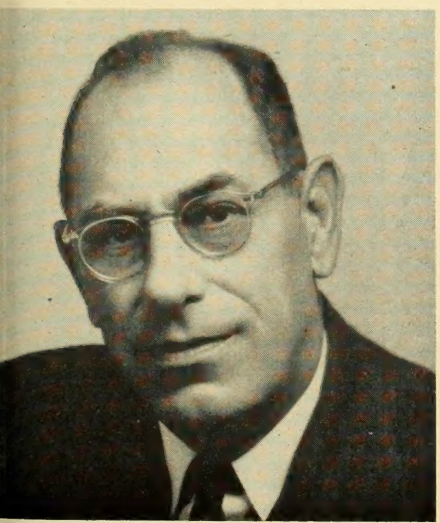
THE STATISTICIANS are officially moved into their permanent quarters in the new building . . . *Mr. and Mrs. Fussell* visited his daughter, Mrs. Felton Williams, in Baltimore . . . *Dot Moore* had an emergency appendectomy . . . *Janet Marshburn* has a new baby girl . . . *Mac Loftis* resigned . . . *R. N. Brincefield* was in the hospital for over a month but is back at work now . . . *A. E. Allen* of Farmville after a hospital stay is home now . . . There are four new employees: *John C. Landers, G. P. Duke, A. J. Jacumin*, and *Irma L. Walker* . . . Traffic recorder and *Mrs. Harvey C. Baker, Jr.* of Elkin named their new baby girl "April".

FOLKS on the Sick list include *J. D. Walton* of Bituminous, *F. B. Hall* of Purchasing and *Lillie Belle Hunter* who fell and was hospitalized for some time.

ELIZABETH HUGHES and her husband attended a tax conference in Asheville for three days in June.

RECENT ARRIVALS include a boy—Frank, Jr.—born to *Catherine Winters* . . . A boy born to *Edna Jerome* of Location . . . And a seven pound, thirteen ounce girl—Charlene Blythe—born to *Mr. and Mrs. Charles Nunnery* (he's at the Equipment Depot).

DENNIS SNOW of the Elizabeth City shop was transferred to Equipment Inspector of the first five divisions . . . *Essie*



W. S. WINSLOW



L. POLK DENMARK

Ruth Jones is a new Equipment employee . . . *B. W. Davis* vacationed at Wrightsville as he has for years . . . *Margaret Seagroves* spent some time at Wrightsville . . . Please note that the Raleigh Equipment Depot's new telephone number is 4-4341.

IN LANDSCAPE *G. T. Wilkins* has been transferred from the First to the Fourth Division as a supervisor . . . Folks who vacationed included: *William R. Phelps* and family (mountains), *R. W. Snell* (mountains), *D. R. McMichael* (Daytona Beach), *Worth L. Sorrell* and wife (visited friends in N. Y.), and *Irma Callahan* (Daytona and Lakeland, Fla.).

HIGHWAY PURCHASING has two new employees: *Elizabeth Narron* and *Reba Morgan* . . . The department gave itself a dutch treat chicken barbecue June 23 at Trulby Upchurch's.

R. BROOKES PETERS was a delegate to the Fourth Circuit Judicial Conference of Federal Courts in Asheville (there were representatives from Maryland, Virginia, West Virginia, South and North Carolina) . . . Chief Justice Vinson was the chief speaker . . . *Ruby Sullivan* and *Barbara Sykes* drove to Washington, D. C. for the Fourth . . . *Virginia Lyons* vacationed at Topsail Beach . . . *E. O. Brogden* was called back as a Lt. S. G. at Newport, R. I., in the Navy.

IN RIGHT-OF-WAY there's one new employee: *Harold Rudy* . . . *Ruth Parkerson* and her husband spent a week in Atlanta . . . Both *Peggy Taylor* and *Alice Gorham* vacationed at Atlantic Beach . . . *Mrs. Hilda Russell* and family drove to see UNTO THESE HILLS over the Fourth.

IN SAFETY, the director—*Joe Crawford*—and his wife took an extended western tour including stops in Texas, California and Oregon.

His Big Fat Mouth

The motorist had been caught in a speed trap, and now he stood before the small town judge, awaiting justice.

"Our speed limit is twenty-five miles, stranger," the justice told him, "and Constable Perkins here says yer were goin' all o' forty-five!"

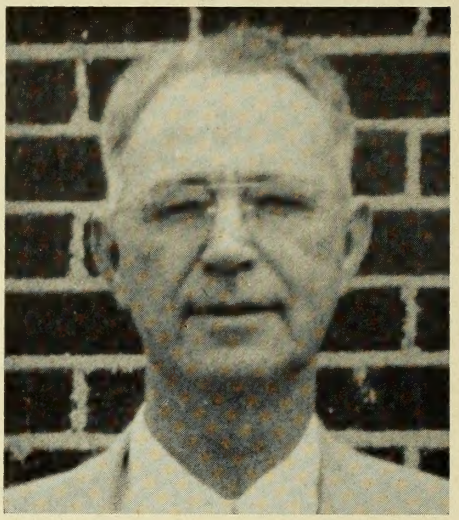
"That's a pretty slow speed limit your honor," the accused rejoined, "And, furthermore, there wasn't a single sign posted on the road to warn a fellow about it."

"The's suthin' to what you say," the justice agreed; "so I'll let you off for costs. Thirty dollars, please."

"Thirty dollars?" the astonished motorist retorted. "How did you figure the costs at that amount?"

"Easy, mister," the magistrate replied. "It'll cost all o' that to hev them signs painted and set up!"

INTRODUCING OUR CORRESPONDENTS



HOOKIE JENKINS

ROADWAYS' CORRESPONDENT in the Fifth Division is J. W. ("Hookie") Jenkins of Greensboro. A 30-year man who deserves a place on the Honor Roll, Jenkins started with the Commission back in 1920 on location.

He has worked all over the Piedmont building roads. In 1924 he was promoted to resident engineer out of Aberdeen. He was on construction of roads from Hoke County line to Montgomery County line via Aberdeen, Pinehurst, West End and Samarcand, also from Aberdeen to Vass and Pinehurst to Carthage. In 1928 he was promoted to assistant district engineer. In 1931 he was made district engineer and transferred to Graham. In 1943, he was upped to his present job.

Hookie Jenkins was born November 26, 1895, in Gold Hill. In 1914 he graduated from Salisbury High School. In 1917 his schooling at Georgia Tech was interrupted by the First World War. He served seven months overseas as a pilot.

His wife is the former Elizabeth Lazenby. They live about 2.5 miles south of Graham on NC 49. The Jenkins's are Methodists. He's a member of the N.C. Society of Engineers, Burlington-Graham Engineers and the Masons.

Hookie Jenkins spends his off-hours collecting and refinishing antique furniture. He also collects Toby jugs.

In summing up his part in the road-building program since 1920, he says, "The going has been rough at times, particularly during the depression years, but it is a grand feeling to know you have had a part in such an undertaking. One of the outstanding things to me has been the honesty and integrity of all the employees in carrying out this work."



JIM COUNCILL

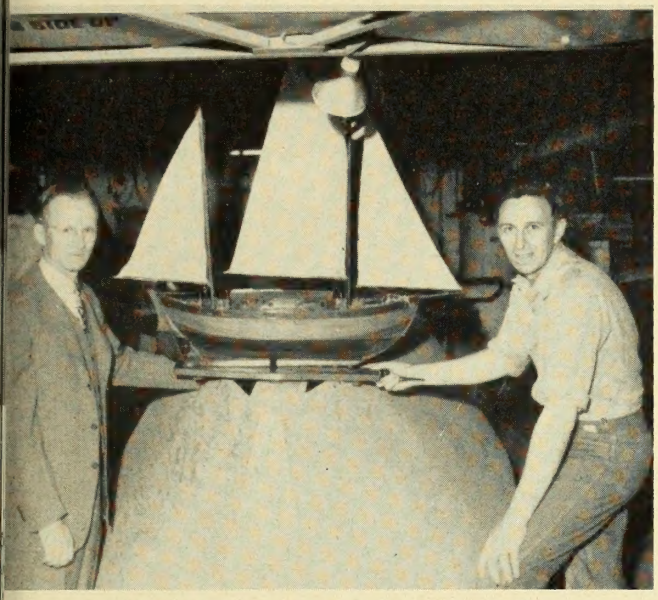
JAMES HARDIN COUNCILL Boone is ROADWAYS' correspondent f the Eighth Division. His highway servi dates from summer work in the twenti between terms at the University. In 19 he started on a permanent basis as instr mentman. He moved on up the line resident engineer, maintenance sup visor, and district engineer to his prese job as assistant division engineer.

Jim Councill, son of Benjamin Jam and Blanche Hagaman Councill, w born 49 years ago in Boone. He r ceived his early schooling at Appalachia High School and then attended UN for several years. In 1925, he marri Margaret Hooker Moore of Sylva. Th have two children: 21-year old Fr Moore Councill and 18-year old Martl Hardin Councill. On June 2, Fred gra uated with a B.A. degree in busine administration from UNC. The san day he was commissioned a second lie tenant in the U.S. Air Force Reserv He expects assignment to active du momentarily. Martha is a 1952 gra uate of Appalachian High School (s won honors in music, piano and ban and was elected "Most Popular") wh will enter Duke University this fal

Councill's principal interests are h family, friends, church (Methodist) an his home community (Boone). He a charter member and past president the Boone Lions Club. Golfing is h favorite sport though he finds litt time for it now with his pressing high way work.

His herd of registered herefords gra on the knolls behind his home. Last fa Councill and his cattle partner—M Hamilton—who is an auct er sponso ed their own cattle sale.

HIGHWAY PEOPLE



GEORGE PARKIN AND REUBEN SHAW

HEAD DRAFTSMAN George Parkin (on the left) and aftsman Reuben Shaw (on the right) of the Bridge De- rtment in Raleigh stand beside a model ketch that Reuben ent 400 man-hours building (he used tooth picks for vets) and an indoor motor boat currently a-building. This the fourth ocean-going vessel Reuben has designed and ilt.

It all started during Reuben's student engineering days State College when he'd spend his summers sailing off opsail Beach. His first craft, built in 1933, was a cabin uiser large enough for him and his wife to live on; one mmer they cruised it up the Inland Waterway through ore and Pamlico Sounds to Manteo. In 1934 he built "Slow- ift", a clinker-style 17-foot boat. His third boat was a -foot long clinker-style vessel which required 2,000 pper rivets to close the seams of the 3/9 inch thick cypress des.

His present project is a 20-foot plywood dory with an ght horsepower inboard motor. There'll be a low cabin over e forward part of the boat with two built-in bunks. Its nstruction is a "community" project in Reuben's garage fellow highway employees—Dick Nickel, Landis Temple, rnold Moore, Bill Pate, Bill Brown, Jimmy Norris and e Powell—have pitched in to help. They spend many after- ork hours in Reuben's garage working on the boat. Their ives get in on the fun, too, as they often gather at the aw's to visit and watch the boatbuilders.

George Parkin comes by his nautical interest naturally; s father—75-year old Harry Parkin—was captain of a mmercial fishing boat out of Beaufort for many years. eorge is an engineering graduate from the University. He arted with the Commission in 1930. His wife is the former live Carrawan. They have a 21-year old son, Harry.

Reuben has been with the Highway for over five years. addition to his penchant for boatbuilding, he takes many otos which he develops and prints in his own darkroom. e's married to the former Martha Castlebury. The Shaw's ve a 14-year old daughter, Kay.

W. A. "BILL" MAHONEY, superintendent of Prison Camp 303 at Whiteville, disproves the theory that use of bloodhounds in the capture of escapees is outmoded.

Bill has an almost 100% average in tracking down runaways. He credits this fine record of scent 'em down and bring 'em back alive to his well-trained dogs, Martha and Joe.

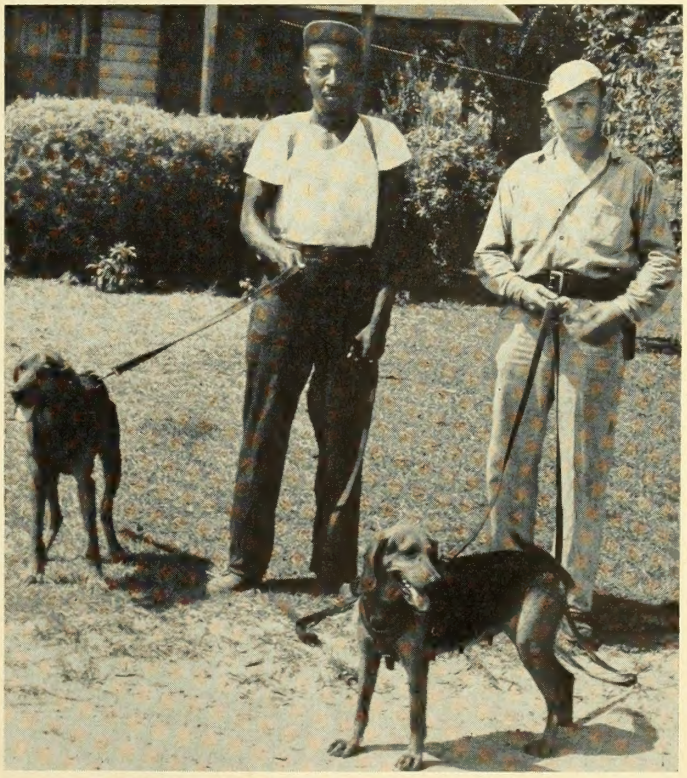
Bill says, "The bloodhound is not usually vicious, but is often as friendly to the man he has been tracking as he is to his master. The good bloodhound merely tracks and identifies the wanted person."

The dog and runner must be in top physical condition for this strenuous work. This means that the dogs must be trained at least every other day on practice runs. Bill appoints a colored trusty to help in the training and tracking. To date, he has never been disappointed in his choice of a trusty. The presence of the bloodhounds has considerably cut down the number of escapees from this camp.

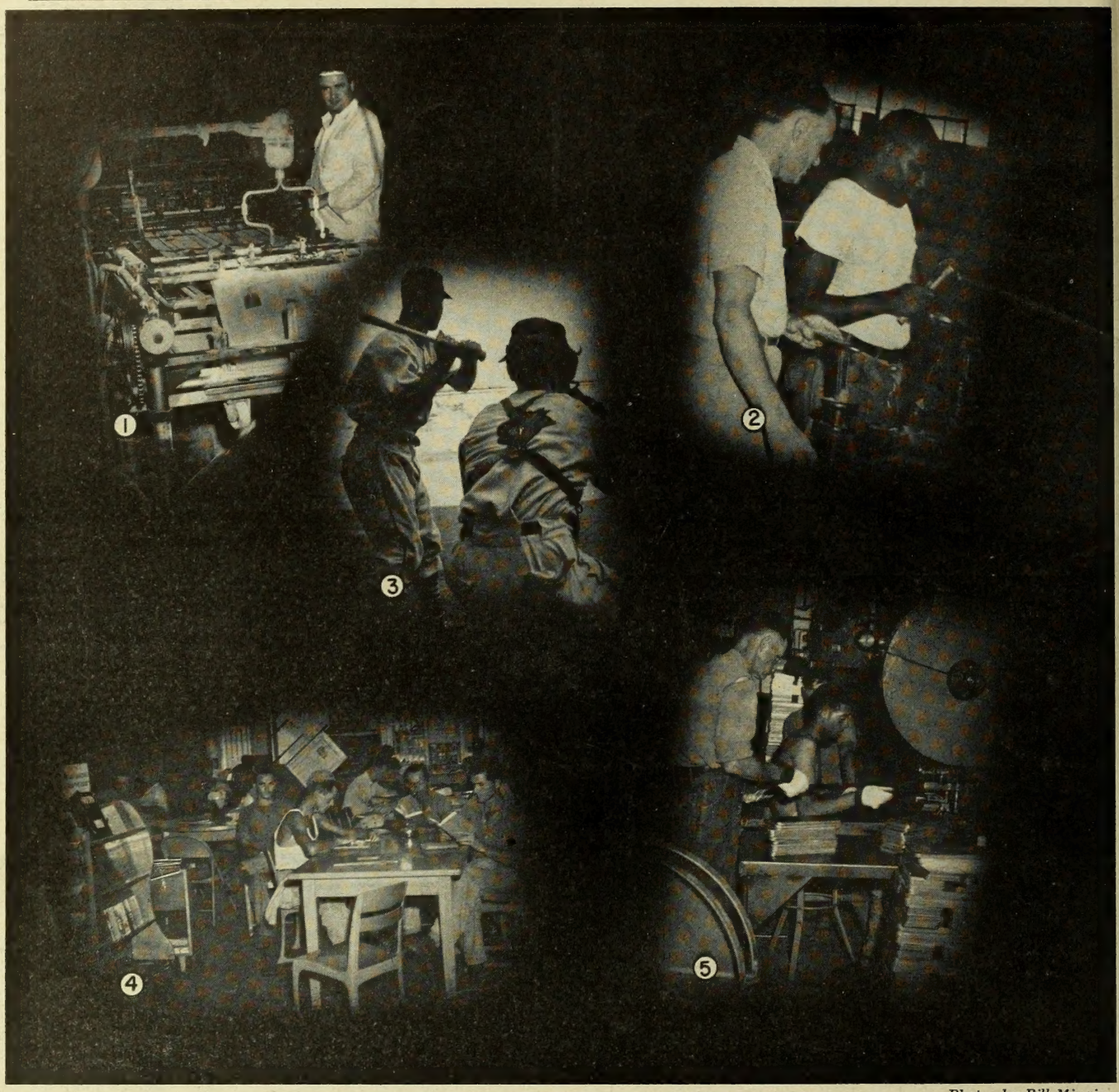
Bill gets calls from the sheriff's office, the Highway Patrol and the County Bureau of Identification in addition to calls from the counties in the Third Division. Sometimes a run will last for many hours; the longest Bill ever made was 12 hours.

In 1941, he started as steward of the Pender County camp. Later he transferred to the Whiteville Camp. He was promoted to superintendent in 1949.

Bill is 29 and a native of Manning, South Carolina. He's married to the former Louise McKinnon. They have two children, a 10-year old boy, and an 8-year old girl.



BILL MAHONEY AND BLOODHOUNDS



Photos by Bill Mingis

Scenes From Central Prison

CONSTRUCTIVE FEATURES at Central Prison in Raleigh include a print shop, a shoe shop, two baseball teams, a library and a tag plant.

1. In the Industries Building, the prisoners write, edit and print their own prison paper—THE INNER WORLD. To date, two issues have come off the press.

2. An up-to-date shoe shop keeps the prisoners well-shod. The cobblers repair all the shoes for the inmates.

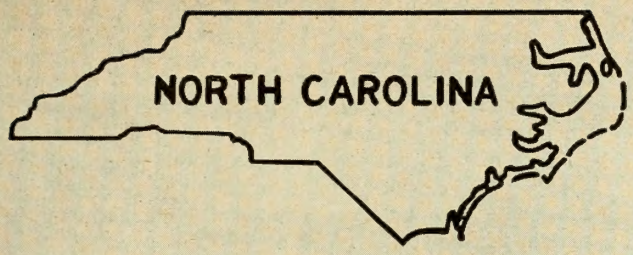
3. There are two prison baseball teams: "The Tigers" (colored boys) and "The Bull Dogs" (white boys). Saturday and Sunday afternoons the teams play visiting teams on the diamond in the back yard.

4. Off-hours, interested prisoners have access to books and magazines in the library.

5. The tag plant in the Industries Building annually turns out all the license plates for North Carolina cars.

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ROADWAYS

A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION
SEPTEMBER - OCTOBER, 1952



NORTH CAROLINA ROADWAYS

A Magazine for employees of the North Carolina State Highway and Public Works Commission

Published Bi-Monthly By

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Volume III SEPTEMBER-OCTOBER, 1952 Number 2

MARGARET BURK, *Editor*

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W. H. ROGERS, JR., *State Highway Engineer*
R. B. PETERS, *General Counsel*

Watch Your Truck Loads

IN OUR LAST ISSUE, Safety Director Joe Crawford urged caution in loading and driving trucks hauling gravel and stone. As if to add emphasis to his warning, letters have been received recently by the Chairman's office from irate motorists who have been the victims of gravel flying against and into their cars off Highway Commission trucks.

In one instance, a man was struck in an eye by a piece of flying gravel. Another piece cut his arm. Fortunately, he wasn't hurt to any great extent. But he could have lost an eye. He said this wasn't the first time his car had been showered by gravel or stone while passing an on-coming highway truck. Remember, it wasn't a contractor's truck; it was a Commission vehicle.

This man was plenty hot. And who wouldn't be?

Those who load and drive the trucks have a serious responsibility. First, they should not overload the vehicles so that the material can escape from the truck. And second, the drivers should not operate at such a speed, particularly when passing autos, that loose material will be blown off the truck by the wind.

As a matter of fact, there's a State law on the subject. It reads:

"No vehicle shall be driven or moved on any highway unless such vehicle is so constructed or loaded as to prevent any of its load from dropping, sifting, leaking or otherwise escaping therefrom. . ."

Highway workers need to take care in the loading and driving of their trucks. It would be too bad if a highway truck, spewing sand or gravel, caused a passing motorist to lose an eye or, even worse, lose control of his car with death resulting.

It's a matter that shouldn't be passed over lightly. Men in charge of such work should pass the word down the line to those who load and those who drive. We need to be much more careful in this respect.

THIS MONTH'S COVER

Our cover photo shows a sight you rarely see. It's a view of two pavers working side by side, pouring concrete into the same road-bed. Whether the road is laid twice as fast, we don't know. But this double-header certainly speeds things up. These are Rex Pavers, and they are pouring concrete on a new section of a dual-lane highway between Lexington and the Yadkin River bridge on US Routes 29, 70 and 72. Rea Construction Company of Charlotte, which did such a grand job on the nearby Thomasville by-pass, is the contractor. R. P. Dowtin of Lexington is the resident engineer.—Photo by Pete Bourke.

Damage To Highway Signs

WE HEAR AN OCCASIONAL squawk that North Carolina highways are not adequately marked by signs. Frankly, we don't believe the complainers know what they are talking about. Not many states have as many signs as you find on North Carolina highways.

In a recent speech, Jim Burch said that over a million road signs guide motorists on North Carolina highways. These signs give information on distance and speed, warn of curves and danger spots, guide the motorist to his destination and otherwise help him along the road. They are placed where engineers believe they'll do the most good.

A million signs are a lot of signs. We don't have the figures for all states, but this month's highway bulletin from Illinois says Illinois has 260,000 road signs. So North Carolina stacks up pretty good against that state.

In the aggregate, North Carolina's road signs are very valuable from a dollar and cents standpoint. The damage from vandalism runs high . . . and the cost comes right out of the taxpayer's pocket. It costs us all when a thoughtless person uses a road sign as a target, when a college boy carries a "Soft Shoulder" sign to his room, when a doodler alters the words or figures, or when a farmer's machinery bends or knocks over the sign.

We at ROADWAYS want to discourage such vandalism and to encourage the taxpayers to take a personal interest in the cost of road signs. If any of our readers have occasion to ride around with cameras, we'd appreciate their taking snapshots of any defaced or mutilated signs they see and sending the pictures to us. After we get an accumulation of effective photos, we'll release them to newspapers throughout the State. We'd appreciate your remembering this next time you see a messed up sign.

Still Going Up

A RECORD TOTAL of 53,363,000 motor vehicles is expected to be registered in the United States by the end of 1952, the Bureau of Public Roads has estimated.

The rate of increase in registration of automobiles, trucks and busses, however, is expected to show an appreciable decline for the second consecutive year compared with other post-war years. The rate of increase from 1951 to 1952 is expected to be 2.79 per cent compared with a 5.6 per cent increase between 1950 and 1951 and previous post-war annual gains of from eight to ten per cent.

Automobile registrations are expected to total 43,894,000, an increase of 2.84 per cent over the 42,682,591 registered last year. Truck and bus registrations will have a slightly smaller increase, 2.57 per cent, to a total of 9,469,000.

All states will show increases in registrations for 1952 ranging from 0.2 per cent in Delaware to 10.9 per cent in Arizona. Seven states will have gains of more than five per cent: Alabama, Arizona, Florida, Georgia, Maryland, South Carolina, and Virginia.

North Carolina is expected to have a gain of 3.9 per cent from the 1951 registration of 1,129,454 to an anticipated registration of 1,174,000 motor vehicles in 1952.

Visiting the Highway Commissioners (XII)

Public Meetings Help Dale Thrash Map Highway Work in 10th Division

TENTH DIVISION COMMISSIONER L. Dale Thrash is widely known as a man of few words! His taciturn manner is traceable to 1944 when ulcerated vocal cords forced him to silence—for two and a half years.

For several months in 1944, as area rent control director of OPA in Asheville, he did a lot of talking. He lost his voice when ulcers developed on his vocal cords. As he says, "I had a disease common to teachers and preachers — I talked too much. My doctor put me on 'voice rest'. I couldn't say a word for the next two and a half years. Had to write notes all the time." As a result, he has little time for idle chatter and uses his voice sparingly now.

The Commissioner is proud that nine generations of Thrash's have lived in Buncombe County. He was born August 14, 1893, in the Hominy Valley section, son of Mary Wilson and Robert Lee Thrash. His paternal grandfather, Buckingham Thrash, was a Captain during the War Between the States. The Commissioner's father was a farmer.

Served In World War I

Young Thrash received his early education in the Sand Hill High School and Weaver College. After three years in agriculture at State College, he was graduated early, in 1917, because of World War I. Commissioned a Second Lieutenant in Calvary, Thrash was discharged as a Captain in Infantry in 1919.

From 1920 to 1923, he was the county farm agent of Rutherford County. That same year he transferred to Buncombe County in the same work and married Mary Harkins Reeves. Daughter of the late Mr. and Mrs. T. Farady Reeves, she had been educated at St. Genevieve's of the Pines in Asheville.

The Thrash's had three children—Louis Dale, Thomas Lee and Mary George. The oldest and his namesake, Louis, was tragically killed in an automobile accident near Junaluska in the summer of 1947. He would have been a sophomore at Duke. Tom is a 21-year old junior in forestry at State College. Mary George is a 19-year old sophomore in physical education at the Woman's College in Greensboro.

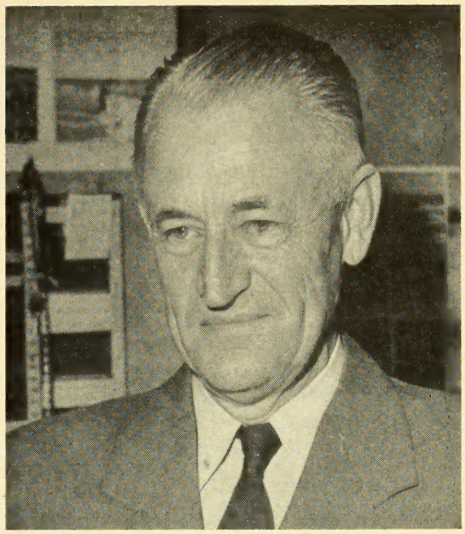
For many years, the Commissioner and his family have been active members of the Acton Methodist Church. In fact. he taught a teen-age class of boys for over ten years. He was Sunday School Superintendent for several years.

In 1933, Thrash became field supervisor of the Federal Land Bank of Western North Carolina. The bank, a co-op, specialized in long-term loans to farmers. With so many farms going under during the Depression, the bank was an attempt to stem the sale of farms to satisfy the mortgage. Thrash was called to Washington for six months to serve on a special advisory committee to help reduce farm foreclosures.

Operate Junaluska Lodge

In 1944, the Thrash's on a chance ad in the Asheville papers bought rambling Lakeside Lodges at Junaluska from Ben Ivey of Charlotte. For Mrs. Thrash, it was the fulfillment of a lifetime dream to own and operate a summer resort. Summers, they close their Asheville home on Acton Hills Circle and move to Junaluska. However, this summer they have rented out the Asheville place. They run the lodge in hospitable, a informal manner. The quiet, unhurried air of the lodge appeals to the many Methodist ministers and laymen who frequent Junaluska for church conferences. The lodge, with a sleeping capacity of 256, is really two frame dormitories perched on a hill overlooking the lake.

The Commissioner has tried to conduct his highway division affairs in an efficient, above-board manner. He instituted public hearings in every county seat where interested road groups could meet to air their views. In these open forums, after each property owner had had his say, Thrash would present the highway department's side. Then together they would work out an agreeable solution.



L. DALE THRASH

In his recent unsuccessful bid for Representative from the Twelfth Congressional District, he was flattered by the large vote in his favor as he ran on an independent ticket.

What kind of campaign did he conduct? "I was strictly independent—not handpicked by a chosen few. I was under commitment to no one. Had I won, I would have been responsible only to the people of my district and my conscience. I spent little money on campaign literature, radio speeches or posters. My wife's charm was a tremendous asset and won many votes. We'd have won, if she'd been the candidate instead of me."



The Commissioner, Mrs. Thrash and his mother (Mrs. Robert L. Thrash) sit on the spacious lawn of their Lakeside Lodges. Tom and Mary George Thrash are standing. In the background can be seen Lake Junaluska.

Engineering For Highway Safety

By JAMES S. BURCH*,
Engineer of Statistics and Planning

HIGHWAY ENGINEERING has always included safety engineering. The very purpose of highway work is to provide facilities for economical motor vehicular travel in comfort, with dispatch and *in safety.*

The engineer tries in every way to build safety into the highway design, to inform the driver, to let him see what is ahead, to warn him, to encourage him to do the safe thing, and discourage the unsafe; and to provide a safety factor when he is in trouble.

Now in most safety fields, the owner or employer has some direct influence over the people who are to use the properties. In a plant or business or store, the management has a relatively few people in charge and under constant care. He may use normal safety promotional methods such as contests, lectures, promotion, buttons, bonuses, etc. He can easily contact such person and influence him directly in matters of safety.

In the case of highways, this influence is very indirect and impersonal. The whole public uses highways, and about the only direct influence is through the drivers' license examiners, Patrolmen. and Courts. On the open road, every driver is a free agent, difficult to contact or approach, usually resentful and hard to encourage.

Dealing With Subconscious

More than is generally believed, the Highway Engineer is concerned with driver psychology and driver reaction. Long years of accident experience shows that well over 90 per cent of accident causes are driver errors or driver shortcomings. Over the years, there have been thousands of research projects designed to reveal how drivers react to various physical forces, layouts, patterns and situations. In fact, we have a whole library of such research reports. In every reasonable way, the highway designer tries to anticipate driver shortcomings, and thus fit the design to the normal reaction of the average driver and within his capabilities. Here, we are dealing—in the main—with the subconscious, since most driver stimuli are based on subconscious detection, followed by habitual motor and emotional responses. It is in this field that most current traffic engineering research effort is now being directed.

Much safety work done by the Highway Engineer is seldom consciously seen or appreciated; yet safety is his watchword from the planning stage all the way through maintenance work on any section of highway.

Let's follow the major steps in the planning of a highway improvement. Let's say we have an ordinary two-lane twenty-foot width highway, with 5,000 vehicles per day, eighteen per cent trucks, five per cent tractor-truck-semi-trailers, and eighty percentage speed of thirty-five. These figures spell congestion, delay, irritation, and possible accidents. Obviously, the remedy is more lanes. Here are the basic questions:

Many Factors Involved

Should we add a lane, making three lanes, doubling the capacity, without having to buy additional expensive right-of-way, and without building a detour while widening is in process? What about the grade line profile which affects sight distance; all important on a three-lane? How about the traffic trend; how much will traffic grow in future years? How about the dispersion of traffic at the ends, is it already bottled up there, will another lane really do any more than transfer the congestion point a few miles?

Let's say these questions are answered, and the result is a decision to add two lanes, making four lanes. Now, should there be a median strip down the center? This is a valuable safety feature but, if adopted, much new expensive right-of-way must be purchased and many houses moved, or much existing pavement must be junked, or both. Let's look at the profile again and check the accident record for night head-on collisions and sideswipes by sober drivers. How is the sight distance on the new profile? We can improve this on the new section by separating the grades, but is there much cross-over movement? If so the grades must be the same and the median must be wide to shadow the turning vehicle. Will parking be permitted? How about the danger from driveway entrances and side roads. Will signals be necessary? How about left turn lanes? Will signs be visible?

Yes, all these and more must be answered before the road is even designed. All this must be decided and shown in the blueprints when right-of-way is purchased—long before any construction is started. Yes, there is more safety work in highway engineering than most drivers realize.

There are many other design details: steepness of grades, lane width, degree of curvature, superelevation, bridge width, sight distance—always more sight distance (our best medicine for the impatient driver), intersections, filling station setbacks, shoulders, control of shrubs and bushes. In construction, there is riding surface smoothness, but without becoming slick in hot weather under quick rains. And then comes construction safety, signs, flares, red flags, watchmen, flagmen, piles of dirt, holes, equipment and the like. Men must work under traffic, and it may be dangerous to both men and traffic.

After paving, the shoulders must be built—under traffic—with selected soil fertilized and seeded to grass to control erosion. An eroded shoulder is a hazard—as is a deeply washed side ditch.

Over Million Signs

Signs are set to fit the original pavement design, and are installed. Signs are planned for only three functions: To inform, to guide, and to warn; not to advertise, promote, nor to scare or threaten the driver. Everything about our signs is based on elaborate safety researches—their size, shape, height, position, frequency, color, background contrast reflection, wording, letters, stroke—for day-night-rain-snow-sun and fog. The vast majority of our signs are now reflectorized for night visibility. We have over a million official Highway signs on our highways in North Carolina today.

To make signs most effective, we must compete with neons, picture messages, joke signs, car radios, back-seat talk, and all manner of distractions. How can we get our message over to the sixty mile driver, who is tired and thinking of something else? How can we induce him to understand and heed our sign message? How can we induce him to stay in his lane, keep adequate space ahead of him, regulate his speed for hazards shown on signs? How can we get his attention and tell him of degrees of danger?

Center lines are perhaps the most universally understood and appreciated safety device in our kit. Basically, they are easily visible guide lines very close under the driver's eyes. We have about 15,000 miles of lined highways and roads in North Carolina. In a year, we use about 140,000 gallons of line paint. The yellow barrier line is being extensively used to advise drivers of locations unsafe to pass because of restricted sight distance. This feature, too, has met with much popular acclaim. Gradually, the public is learning to follow this silent warning, especially at night, when one's ability to size up a situation ahead is not too reliable.

We could go on into channelized inter-

**From a paper presented by Mr. Burch at the Statewide Industrial Safety Conference in Asheville May 5, 1952.*

sections and islands, and various forms of time actuated, traffic actuated and speed control signals. But, that is a field in itself. Of course, we have a unit devoted to promoting safety among our drivers, shopmen, quarry operators, etc.

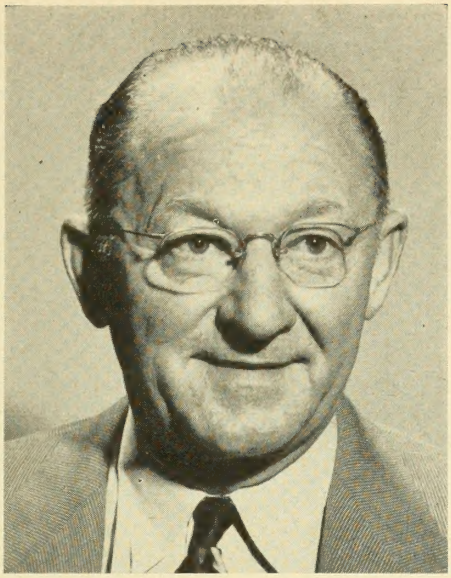
Maintenance Hazards

We could also mention the hazards in routine maintenance, patching, crack filling, shoulder work, resurfacing, and the like. This work moves along the road at a steady pace, with changing sight distance, grades, side roads and traffic patterns. It is hazardous, and it is almost impossible to keep the danger signs at the right places all day.

Perhaps the most outstanding contribution being made by our Commission to Highway Safety today is the double tracking, or conversion to four-lane modern design from Kings Mountain and Charlotte via Greensboro to Durham and Raleigh. This is undoubtedly the greatest modernization effort put forth by the State in twenty-five years. It will take several years, and $30 to $40 millions to accomplish, but it is definitely underway and scheduled. Now we cannot guarantee a reduction in accidents—that is up to the drivers. We can say, however, that the layout will be inherently much safer, and the driver will find it much easier to avoid his accident.

Finally, we review accident reports, for accident clusters, repeat points, comments from Patrolmen on short-chomings of the road situation. These are checked and, if necessary and practical, are remedied.

These are some of the major safety considerations and activities in which the Highway Engineer engages. Of course, he never achieves 100 per cent efficiency; and much he would like to do is too expensive or otherwise objectionable to the public. But, with him—in everything he does and all he plans to do—safety is always placed first.



JOHN GARRISON

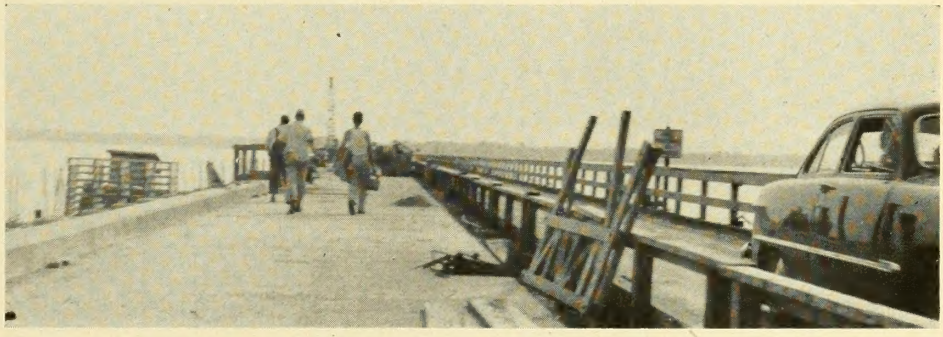
FRIENDLY John Garrison, superintendent of Prison Camp 1002 at Craggy, near Asheville, is "a fool about cleanliness." When he took over the camp three years ago, he started cleaning up the place and has been at it ever since. Today the physical surroundings of the camp are believed to be neater and more sanitary than the homes from which some of the inmates came.

The cell blocks are well ventilated in summer and steam heated in winter. The linen on the double-decker cots is changed once a week. Each cell block has adequate sanitary facilities, including soap and towels, wash basins and two showers with hot and cold running water.

Two years ago Garrison asked the Buncombe County Grand Jury to do something about the inadequate laundry facilities. The equipment consisted of two steel tubs. Sheets, pillow cases and the men's clothing couldn't be kept clean under such conditions. The men could take lukewarm baths only once a week. The Grand Jury made recommendations to the prison director in Raleigh who immediately took action. The end result—laundry equipment was ordered and installed.

Today the Craggy camp in addition to doing its own laundry serves about a dozen other prison camps.

WIDENING EDENHOUSE BRIDGE



View of a completed half section of the Edenhouse Bridge on US 17 between Edenton and Windsor. One-way traffic lane is 11 feet wide.

New Chowan Bridge

HOW DO YOU rebuild a mile-and-a-half-long bridge and still keep heavy traffic moving?

That was the problem faced by the Commission when they got ready to rebuild and widen the Edenhouse Bridge over the Chowan River, between Windsor and Edenton on US 17. And it's a problem that has been solved satisfactorily, according to First Division Engineer W. N. Spruill.

In addition to automobile and truck traffic, another problem was that of river traffic, since Edenhouse is a drawbridge.

The solution was reached by rebuilding the bridge one-half at a time—that is, one lane at a time—with never more than 1,000 feet of one-way traffic.

The traffic on this one-way section is being controlled by electric signal lights, operated manually 24 hours a day. Automatic signals were tried, but it was found that there was confusion at times when traffic was heavy from both directions. With manual operation, the traffic flows smoothly at all times, with only an occasional slight delay.

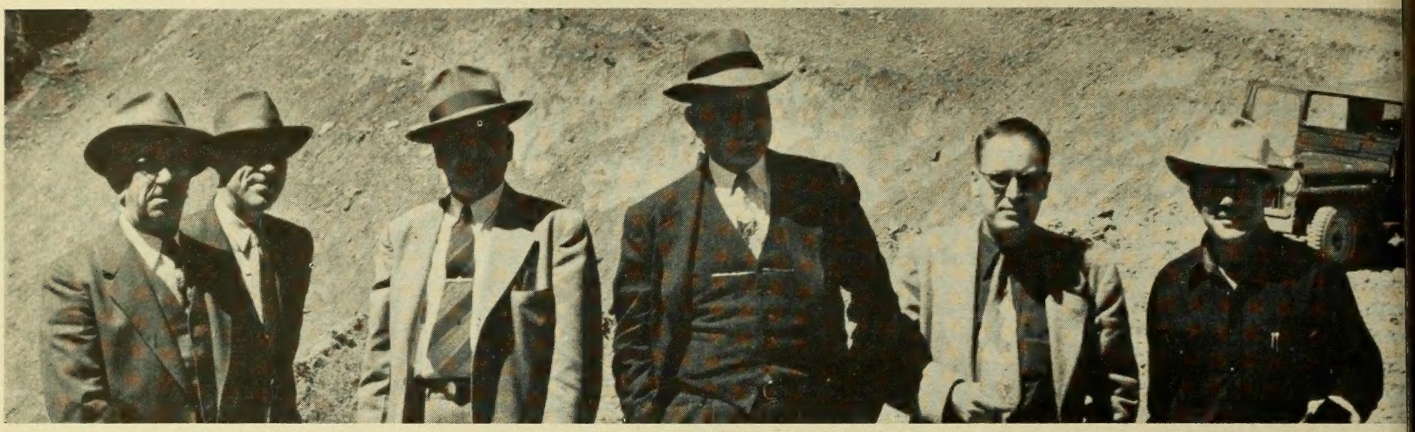
The first thing that had to be done, however, was to build a "detour" swing span. This was done by moving it down river, then connecting it to the bridge. The old 18-foot roadway timber superstructure is being removed and being replaced with a reinforced concrete and steel superstructure and floor.

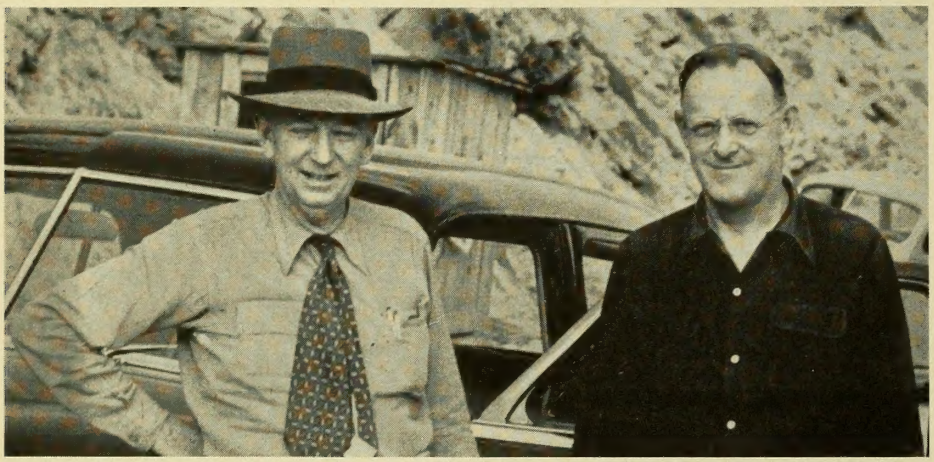
By the first of June, concrete piles for widening each of the bents—or piers—had been driven, as well as those for the pivot and rest piers. The concrete caps were extended in preparation for placing the steel I beams. A total of 44 full width spans, 22 on each side of the draw span, have been completed, including concrete handrails. The remainder of the 387 spans will be built in half sections, so that traffic can continue over the bridge during construction.

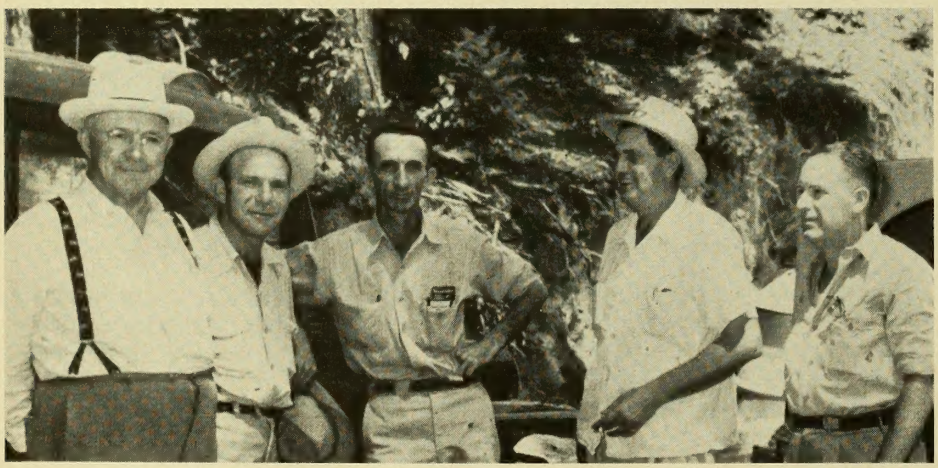
All of the structural and reinforcing steel needed for the bridge has been shipped from the steel mills and now is on the job or in the process of being fabricated. The machinery required to operate the draw span also has been shipped from the factory, so there should be no holdup of the construction due to shortage of materials.

In addition, the pivot pier has been completed; work has been started on erection of the swing span, and the fender system at the draw is about 70 per cent complete.

Some Of The Men Behind The Old Fort-Ridgecrest Job







From time to time we've published views of the tremendous grading and earth-moving work progressing on the new location of US 70 between Old Fort and Ridgecrest through the Blue Ridge. The job, as most highway people know, involves the moving of 3,000,000 cubic yards of earth—said to be the biggest earth-moving job ever attempted in eastern United States. These photos were taken on the project and supplied to us by J. E. Terrell, resident engineer.

The top picture shows Contractor John H. Graham with some engineers from the Raleigh office of the State Highway Commission. From left to right: W. E. Hawkins, State Construction Engineer; Edward Cothran, Roadway Design Engineer; T. V. Fahnestock, Bituminous Engineer; W. H. Rogers, Jr., State Highway Engineer; G. G. Page, Construction Engineer; and Contractor Graham, who is handling the job for W. E. Graham & Sons.

In the middle photo, over to the left, are E. L. Kemper (left), assistant division engineer for the Ninth Division, and H. H. "Red" Weaver, district engineer for District One in the Ninth.

The bottom picture shows, from left, W. E. Graham, Sr., John H. Graham, J. C. "Slim" Hollen, superintendent for the Graham firm, J. E. Terrell, Resident Engineer for the State Highway Commission; and G. G. Page, Construction Engineer.

WORK PROGRESSING ON NEW BRIDGE

THE NEW BRIDGE now being constructed across Bogue Sound, to connect Morehead City and Atlantic Beach, will cost $1,511,000 when completed. The bridge itself, including a 250-foot draw span, will cost $1,400,000. The approaches, constructed by hydraulic fill, cost $61,000, and surfacing the approaches will cost another $50,000.

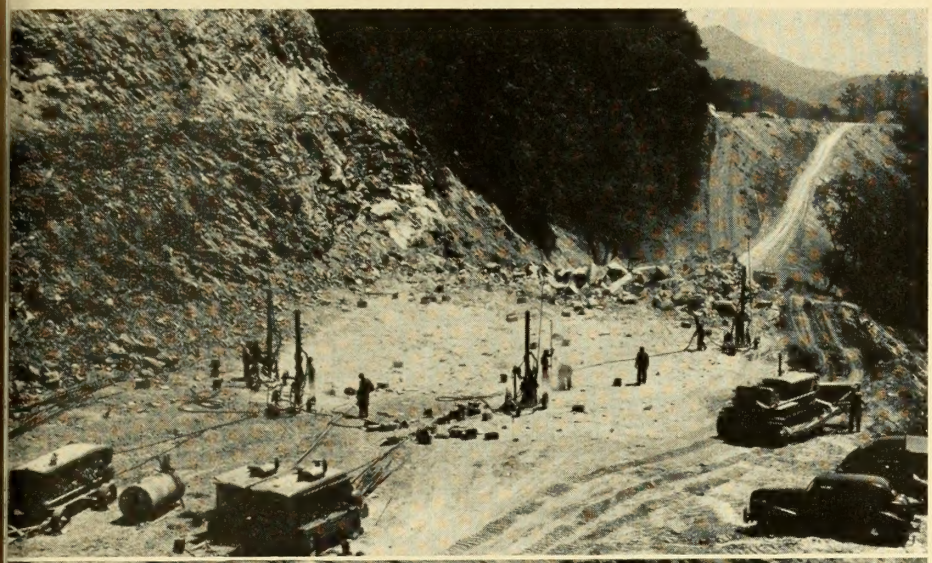
Work on the steel and concrete bridge began on October 1, 1951, and it is expected to be completed by next July 1. After the new span is opened to traffic, the old bridge will be completely removed.

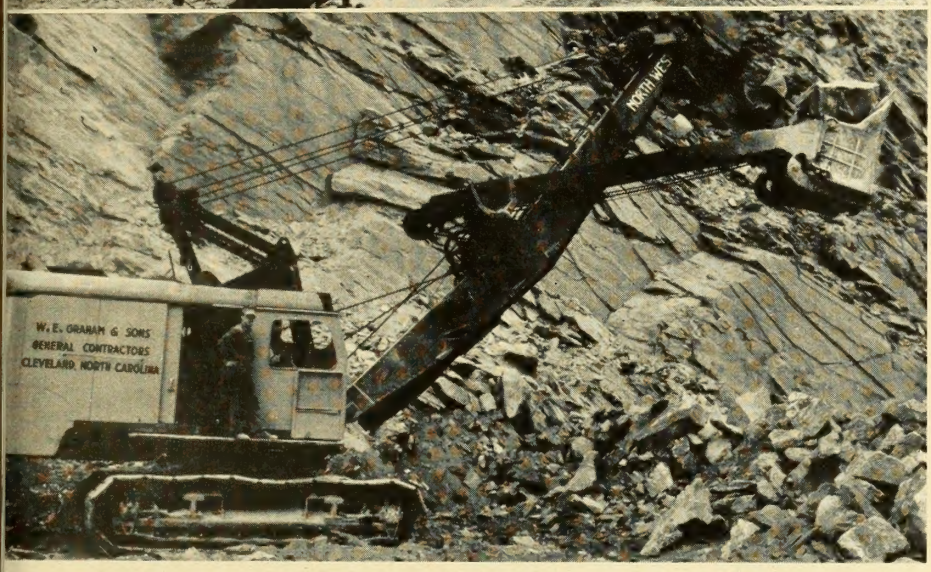
The new bridge will have a 24-foot road width, with a three-foot sidewalk on each side. It will consist of 99 reinforced concrete deck girder spans, each 35 feet long, plus the draw span, which will provide two 90-foot openings for water traffic. Length of the structure is a fraction under seven-tenths of a mile.

The bridge is being built by T. A. Loving and Company of Goldsboro. The contract for the approaches went to Steen Contracting Corporation of Norfolk, Va. Materials required for constructing the bridge include 5,723 cubic yards of concrete (other than for piles); 2,311,170 pounds of reinforcing steel; 515,000 pounds of structural steel; 18,630 lineal feet of creosoted timber piles; 28,028 lineal feet of precast 20-inch concrete piles; 47,000 pounds of machinery and $65,000 worth of electrical equipment for the draw span.

J. B. Cutchin of New Bern is resident engineer.

BLASTING THROUGH MOUNTAIN ROCK





Here are views of a rock cut on the Old Fort-Ridgecrest job. Both were taken on the Ridgecrest end of the project by Resident Engineer J. E. Terrell.

Top photo shows rock drilling operations. In the right background is a trail over the largest cut. The finished roadway grade will be about 40 feet lower than where the two trails merge in the right center background. Bottom photo shows a 2½-yard Northwest shovel working in a rock cut.

Still Climbing

Motor vehicle registration which zoomed past the million mark last February, stood at 1,192,430 at the end of June, the Department of Motor Vehicles reported.

Tops in registrations was Mecklenburg with 69,743, followed by Guilford with 65,821. Wake and Forsyth were in third and fourth place with 54,490 and 48,652 respectively.

Smallest registration was reported from Clay county with 922. The figures include both private and publicly owned vehicles and trailers, the Department said.



TESTING STRAIN ON PIPE

Steel Pipe Tested Under Big Fill

Pipe testing history is in the making on the Old Fort-Ridgecrest job. SR-4 strain guages—in use for the first time in the State—have been installed inside the pipe under the mammoth 167 foot fill.

The pipe—66 inches in diameter and 576 feet in length—is composed of 72 eight foot rings or segments bolted together. Armco made the zinc-coated corrugated stainless steel pipe.

Why is the stress and strain on this particular pipe being checked so carefully? Because the fill over it will reach 167 feet — the highest in eastern America.

Inside, the strain gauge was attached with permanently waterproofed rubber glue. The type L strain indicator is portable and looks like a radio. It measures the pipe's stretch to the millionth of an inch. Each gauge is first tested with an Ohm meter to be sure it is not grounded.

Readings of the gauge have been made every week. Since highway specifications called for end-dumping the fill, readings as every 10-foot layer of fill was applied were eliminated. For several years after the road is completed, periodic readings will be made to see how the pipe is holding up.

The inside of the pipe is wired for lights every 32 feet. Power is furnished by a portable 750-watt generator. Oak struts—periodically placed all the way through the pipe — have temporarily jacked it into a shallow ellipse. When the struts are removed, the pipe will become circular. A plumb bob dropped from a screw head at the top of the pipe measures the rotation of the pipe.

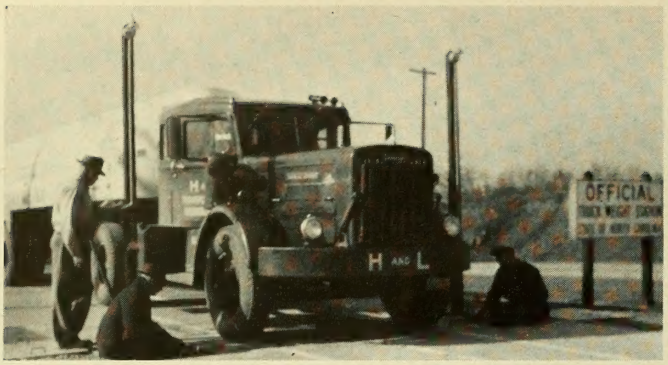
Prof. Spangler, consulting engineer from Iowa State University, devised the settlement cells test. Mercury in a manometer gives a measure from which differentials in pressure can be calculated. This is a direct indication of how much the mammoth fill will settle.

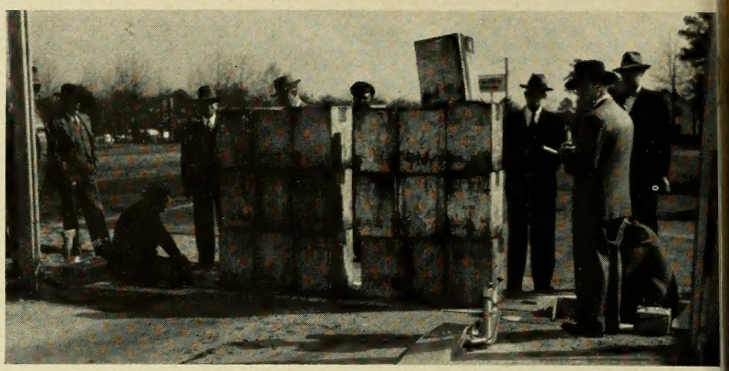
Two lab technicians—Jim Brandon and Wiley Stephenson—are shown using the strain gauge.

Small boy, in front of dentist's showcase: "Oh, Mother, when I need false teeth, I want that pair!"

Mother: "How often have I told you never to pick your teeth in public!"

Watch your step when you immediately know the one way to do anything. Nine times out of ten, there are several better ways.





Loadometer slot-beam scale is weighing a front axle near Statesville on U. S. 70. Loadometers are underground.

Here's what 18,000 lbs. of solid cast steel—the equivalent of one legal truck axle load—looks like. Bounce that load and visualize the road shock! A loadometer is shown in the foreground. Loadometer slot beam test was made at Kinston station. In the photo from left to right a District Engineer Heber Gray, former Motor Vehicles Cor missioner Landon Rosser, his assistant Joseph Garrett, Sta Superintendent of Weights and Measures C. D. Baucom, h assistant John I. Moore, and James S. Burch, Engineer Statistics and Planning.

Truck Weighing Stations Enforce State Load Laws

SINCE JANUARY, 1952, the Statistics and Planning Department and the Bridge Maintenance Department have been engaged in the construction of twelve permanent pit scale truck weighing stations strategically located throughout the State.

To date, seven have been completed. Scales on *both* sides of the road were installed on the heavier-travelled highways—near Salisbury (US 29), near Black Mountain (US 70), near Statesville (US 70); and near Wilson (US 301).

Scales on *only one* side of the road have been installed near Elizabeth City (US 17), near Kinston (US 258). near Lumberton (US 301) and near Rural Hall (US 52).

Construction is also underway on *double* scale installations near Apex (US 1), near Charlotte (US 29), and near Burlington (US 70). Construction has not been started on the twelfth station.

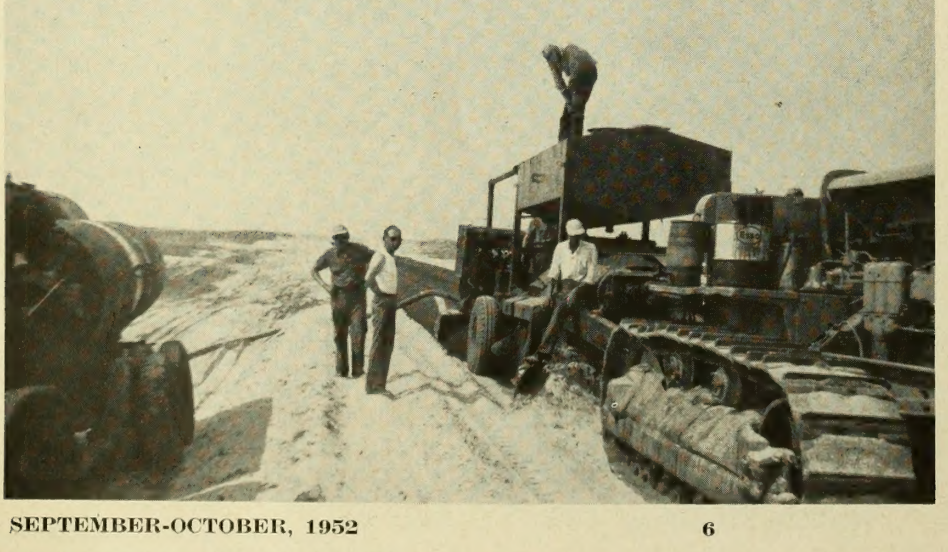
Since the first of the year, auxiliary scales were in operation on the first seven completed stations on a single shift basis. Plans are underway to put on a second shift at all stations in operation. It is hoped to have the stations operating continuously on a 24-hour basis.

Each station is constructed on a minimum one-acre site with a five-room concrete block house. Each house has an insulated asbestos roof and rubber tiled floors and consists of a scale room, a waiting room, an office, a bunkroom and a lavatory. Normally from four to eig men work at a station—the numb depending on whether the station h single or dual scales; on traffic volun and the time of day or night.

The Statistics Department located ar designed the weighing stations ar the Bridge Maintenance constructed ther Then the stations were turned over the Motor Vehicles Department for oper tion. The men who operate them a Motor Vehicle employees. The Highwa Commission in the future will be respo sible for the maintenance of them.

A large paved parking lot is provide at each site. State law prohibits operatio of any vehicle having a load on any or axle in excess of 18,000 pounds. Als each vehicle must operate within i gross road limit and its gross licens limit. Overloaded vehicles are held fo immediate settlement: payment of penalty required by law for overloadin trucks, and then adjusting or removin the excess weight. No overloaded truck allowed to proceed until the excess weig is removed. That's where the large, pave parking lot comes in—to handle th trucks while a settlement is made.

PAVING DOWN THE OUTER BANKS



It's been a tough job, but the ne road down the Outer Banks betwee Oregon Inlet and Rodanthe is schedule to be opened to traffic in Septembe This particular stretch is slightly ove 12 miles long, and it connects with new highway leading from Rodanthe t Hatteras. This photo shows the oper sandy terrain on which the new road i being laid. The Woods Roadmixer i pulled by a D-H Caterpillar Tracto power unit. At the left is one of th GMC 6x6 military type trucks used o the project. A 1,500- gallon supply tan is mounted on each truck. E. H. Bagg of Manteo, resident engineer, furnishe the picture.

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



DIVISION TWO

JASPER L. PHILLIPS
Division Correspondent

SIBYL M. SMITH, clerk in the District two office at New Bern, recently took a trip to Columbus, Ohio, to visit her daughter and family . . . On the way, she visited the Shenandoah Valley, Luray Caverns, Sky-line Drive and Portsmouth, Virginia . . . The picture above shows four generations, from left to right: *Sibyl* (grandmother), Mrs. Francis Kilpatrick Gill (mother), Baby Nancy Gray Gill, and Mrs. H. D. Futrelle (great-grandmother) of Wilmington.

FOLLOWING the Raleigh conference between prison and maintenance department, Division Engineer *Markham*, Division Prison Supervisor *P. E. Mallison and* some staff members made a tour of the Second's prison camps . . . Meetings were held at each camp . . . *Mrs. Frances Brown* of the division office got up at 4 a.m. each day to make these early morning meetings and didn't get home till 9 p.m. each night . . . *Markham* is end man on the front row, *Gray* is next to him, and *Mallison* is end man on the second row.

STORK CHATTER . . . *Mr. and Mrs. Joe Casey* of Kinston announce the birth of a nine pound baby girl on July 26 . . . *Mrs. Casey*, the former *Glennie Allen*, was District Three clerk for over three years . . . *Mr. and Mrs. W. G. Worthington* of Greenville have a son, William Carlton, who was born July 2 . . . *P. L. Fields* is a grandfather at 38! . . . His first grandchild, Sherry Kay Pollard, was born July 28, to Mrs. James E. Pollard, the former Margie Fields.

J. K. BREWER was married June 7, at Spring Hope to Miss Rachel Leigh Wilder by the Rev. N. F. Arant, pastor of the bride.



SIBYL M. SMITH

THE SECOND was saddened by the death of two men: *A. P. Wooten* and *Josiah S. Hadnot* . . . *Wooten*, a section foreman at Beaufort, was killed instantly while working on a roller June 17 . . . Hadnot, section foreman in Jones County from 1925 to his retirement in November, 1948, died of cancer June 18.

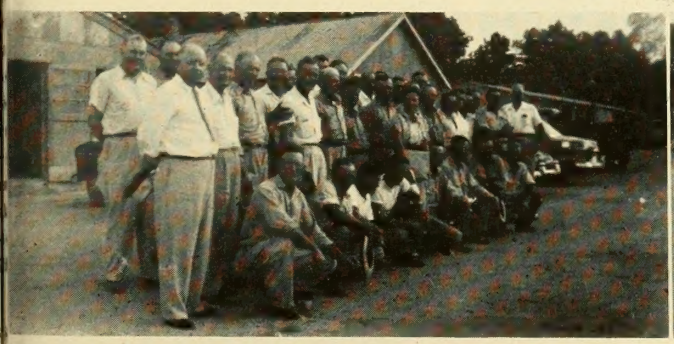
RECENT VACATIONISTS included *Mrs. Carl Abee, Jr., J. L. Briley, R. D. Davenport, P. L. Fields, Dave Pegram, L. W. Rowe*, and *G. P. Sanders*.

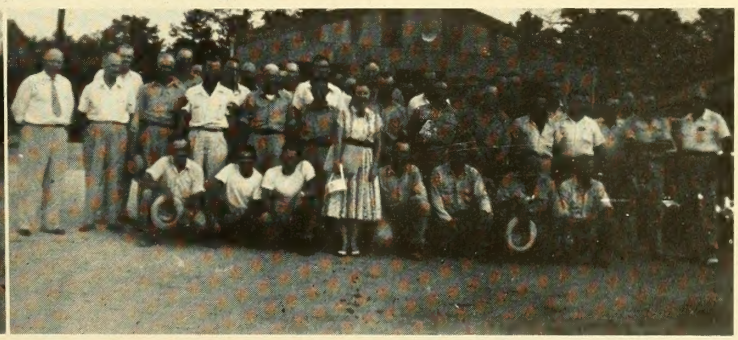
FOUR MEN in the Second have been sick lately . . . *L. B. Cox, A. W. Sumrell, E. L. Tripp*, and *S. Whaley*.

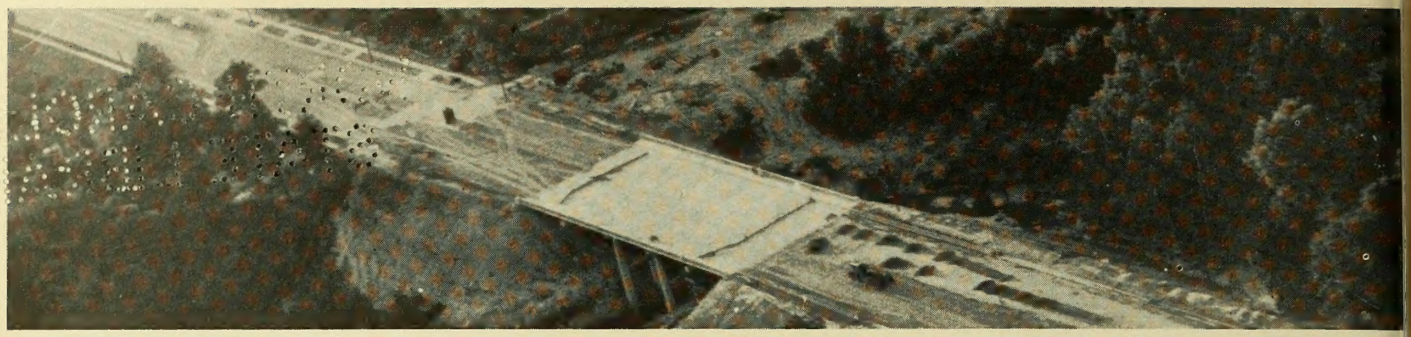
NEW OFFICERS for Unit Two of NCSHEA are: *J. L. McDonald*, Chairman; *J. D. Gibbs*, Secretary; and *E. D. Credle*, Secretary and Treasurer . . . The Executive Committee are delegates to the State convention . . . They are: *L. F. Waters*, Pitt; *E. G. Credle*, Hyde; *W. E. Smith* and *T. F. Harris*, Beaufort; *J. L. Humphrey* and *W. R. Skinner*, Carteret; *Sibyl Smith* and *W. L. Melville*, Craven; *Mark Worthington* and *E. L. Dale*, Greene; *J. W. Meadows* and *Wesley Bynum*, Onslow; *J. W. Hamilton, Jr.*, Washington; and *Leroy Davenport*.

BLACKSMITH W. A. PARKER of Kinston assembled and built the well-drilling machine shown below . . . The machine that he has constructed was used for drilling a well at the truck weighing sta-

MARKHAM AND MALLISON TOUR SECOND'S PRISON CAMPS

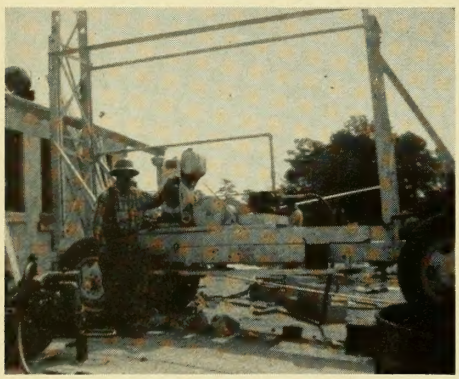






CROSS CREEK BRIDGE OPENS

tion at Kinston . . . Since that time, it has been used at Sandy Point and is currently being used in the Third Division . . . The machine demonstrates again the high quality of work and the inventive genius of *Parker*.



WELL-DRILLING MACHINE

DIVISION THREE

SAM M. WILSON
Division Correspondent

GET WELL WISHES TO *Alonzo Peters*, Bladen County prison camp superintendent at Elizabethtown, who suffered a stroke in July and is confined to the Bladen County Hospital . . . *Peters* has been with the prison department since 1937 . . . He's reported improving . . . To *W. M. Ingram*, resident engineer of Kenansville, who has returned to work after a gall bladder operation and three-week stay in the Veterans Hospital at Fayetteville . . . To *H. D. Stephens*, Columbus County section foreman, who suffered a light heart attack several months ago and has been resting at home . . . To *W. E. George*, landscape engineer of Burgaw, who was in the James Walker Memorial Hospital in Wilmington for a general check-up . . . And to *R. V. Biberstein*, district engineer of Burgaw, who was taken ill with 104 degree fever at Kure's Beach . . . He was out of work for ten days.

CROSS CREEK BRIDGE OPENS . . . An important link in the by-pass of downtown Fayetteville is the Rowan-Grove Streets bridge which was opened to traffic in June . . . It measures 68 feet across with a five-foot sidewalk on each side . . . Work was started in the fall of 1951 . . . F. A. Triplett Co., Chester, S. C., was the contractor . . . *S. S. Hurt* inspected for the State Highway . . . The bridge will make it possible for motorists to travel from Bragg Boulevard at Rowan Street to Eastern Boulevard and thence to US 301 south without hitting any downtown traffic . . . Photo by Ed Moss.

DIVISION FOUR

WADE H. PRIDGEN
Division Correspondent

WELCOME to *Miss Audrey Lamm* who has been employed as a stenographer in the division office at Wilson . . . See her picture below . . . To *Monk Webb* who is back with us and helping out our office engineer . . . And to *G. T. Wilkins* who transferred from the First Division and replaces *A. D. Johnson* as landscape supervisor.

THE FOURTH proudly reports the recent installation of 22 new picnic tables along the major highways . . . The sites were chosen by the landscape department.

OUR SYMPATHY to the families of *B. G. Overman*, *J. H. M. Williams*, and *Albert Allen* . . . These three men of District Two died within the last two months . . . To the family of *J. G. Mercer*, a sign painter, who died recently . . . To *T. B. Sasser*, Wayne County Prison Camp Superintendent, on the recent death of his brother . . . And to *T. I. Jones* in the loss of his mother.



AUDREY LAMM

CONGRATULATIONS to the newlyweds . . . Road Oil foreman *L. R. Price* and his bride honeymooned in Florida before moving into their new home in Wendell . . . Another Road Oil employee *William N. Leonard*, was recently married . . . *Dick Gregory* of Location recently wed Ann Wood of Wilson . . . *C. W. (Charlie) Croom* of the Third District married Mrs. Neva May Sanderson August 1.

SUMMERTIME means vacations . . . Recent vacationists in the construction department of the Third District included: *K. L. Horton, Jr.; Bob Ellis; Munn McLean; J. B. Harrison;* and *R. W. Hassell* . . . *Frances King*, secretary to *Ivan Hardesty*, took her swim at the beach the first week in August . . . Road oil foreman *A. W. Fowler* and his family enjoyed a week in Florida . . . Patch foreman *R. P. Murphy* also spent his vacation in Florida . . . District Engineer *R. W. Dawson* enjoyed a few days off with his family . . . *D. H. (Dave) Hancock*, chief of party in Location, and his family spent two weeks in Massachusetts with his parents.

WORKMEN COMPENSATION claims were entered by *S. O. Southall, Jr.*, resident engineer; *J. T. Ferrell*, sign erector; *Harry T. Zrakas*, laborer with Maintenance; *Norman J. Holland*, District Two bulldozer operator; *Clyde O. Robinson, Jr.*, temporary engineering aide; and *Joe Strickland*, District One foreman.

CLAIMS against Connecticut General Insurance Company were made by Nelson Erie Mitchell, son of District Two employee *Paul Mitchell; Mrs. Coon Pittman, Jr.*, wife of the District One employee; *Mrs. Daisy Pendergraft*, wife of District Two employee *W. F. Pendergraft;* and Mrs. Allie D. Stanley, wife of *Joe Stanley* of District Two.

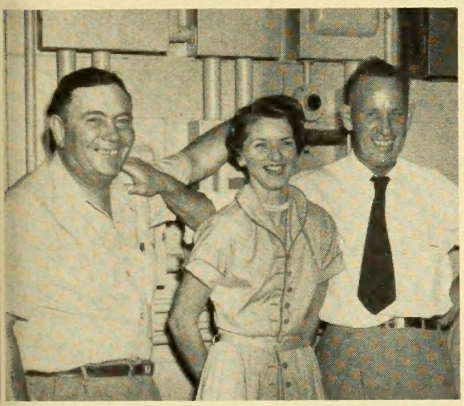
SPEEDY RECOVERY to *William Warren*, road oil truck driver, who is at the Veterans Hospital in Fayetteville . . . To *Mrs. Shep Caviness*, wife of the District

Three maintenance shop employee . . . To *W. N. Dorsey* who was in the hospital for the past two months but is back now and feeling fine . . . To *W. H. Ellen* who was out sick for several weeks but is back on the job . . . To *B. J. Howell* who was out for a few days in July but is back now . . . And to *R. C. Taylor* who's back after a few days sickness.

MEN IN NASH AND WILSON counties who took July vacations included: *Luther Ayers, W. B. Barnes, Homer Bottoms, B. C. Boykin, Pervise Bryant, J. E. Carter, J. L. Cook, L. E. Cook, R. O. Dawson, F. H. Edwards, W. C. Edwards, W. E. Flowers, Elton A. Fulghum, E. B. Godwin, L. W. Green, P. J. Harper, E. R. Hill, J. C. Jones, Jr., J. E. Joyner, J. V. Kemp, S. L. King, J. B. Manning, P. D. Medlin, A. A. Morgan, C. P. Moss, T. M. Moss, Archie Murray, C. L. Narron, Marvin Owens, W. C. Page, J. C. Peele, F. H. Pennington, L. W. Perry, Coon Pittman, Jr., J. A. Radford, J. F. Spence, R. L. Tant, C. B. Taylor, Roy C. Wallace, John Williams, W. T. Williams, Jr., Z. H. Williams, J. L. Womble,* and *M. P. Yount.*

PRESTON LANE of Location and his wife are mighty happy since the recent birth of their baby girl.

THE NATIONAL GUARD called men of the Fourth for two-week maneuvers . . . District Engineer *Ivan Hardesty* donned his Colonel's uniform and trained at Fort McClellan in Alabama . . . *J. B. Harrison,* Construction, and *S. F. Holmes,* road oil supervisor, also maneuvered with the Guard in Alabama.



NCSHEA . . . WILSON COUNTY

WILSON COUNTY employees held a meeting of the NCSHEA recently in the division shop . . . It was a fine meeting with about forty employees present . . . Officers for the coming year were elected: *Paul Fulghum,* chairman; *Frank Martin,* vice-chairman; and *Sarah Dillon,* secretary-treasurer . . . See the new officers below . . . There was plenty of barbecue for all . . . After supper, acting division engineer *Earl A. Crump* gave a talk imploring each employee to pull together just as if their division engineer—*T. J. McKim*—were not on sick leave.

DIVISION FIVE

J. W. JENKINS
Division Correspondent

DURHAM COUNTY NEWS . . . *E. A. Sloan,* district mechanic, and *J. L. Davis,* gang foreman, are back on the job after being sick . . . *Sloan* spent six weeks in the hospital . . . *Davis* was out for two weeks after a slight heart attack . . . *S. S. Worthington,* motor grader operator, has returned to the Army Air Force, and is now stationed at Fort Knox, Kentucky . . . *Kirk Duncan,* maintenance supervisor, is back after a trip to visit his brother in Ohio.

GRANVILLE COUNTY NEWS . . . *G. E. Crutcher,* gang foreman and mayor of Stovall, just returned from a week's vacation at Morehead City . . . *G. P. Hogan,* resident engineer, is now working temporarily with *T. G. Morton,* resident engineer at Graham . . . *H. R. Hicks,* pan operator, who went into the Army several months ago, is now in Korea and is a sergeant in charge of grading roads . . . Hurry back, *Henry* . . . Maintenance supervisor *Roy Beard,* who recently moved into his new home, has had his daughter, Jackie, and her husband for a visit.

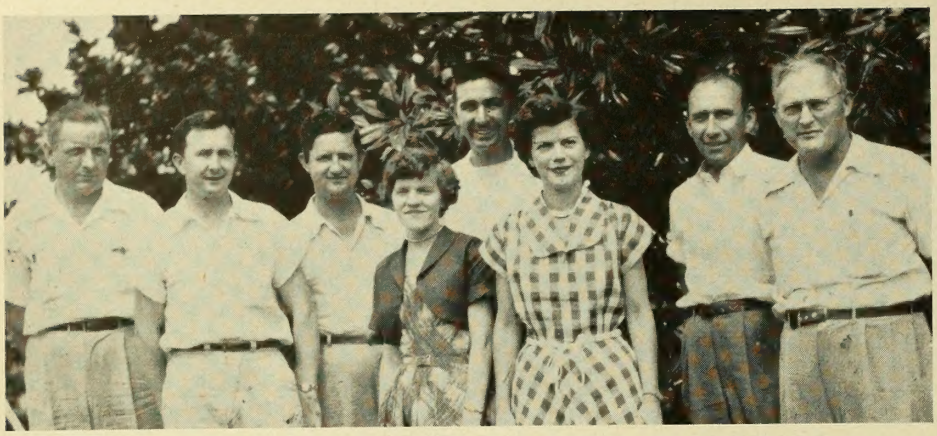
PERSON COUNTY DOINGS . . . *Kyle Jones,* maintenance supervisor, has lost his rabbit's foot on fishing . . .*E. R. Kirby,* engineering aide, has changed to the Highway Patrol and just attended a school in Chapel Hill . . . *J. H. Blanks,* inspector, resigned to accept employment at Collins-Aikman Plant in Cavel . . . Truck driver *E. H. Satterfield* has applied for retirement after 21 years of loyal service . . . He's 66 years old . . . *E. C. Latta,* engineering aide, recently transferred to Maintenance as section foreman helper.

NEWS FROM DISTRICT TWO . . . Our sympathy to the family of *Goss Cheek,* former section foreman of Alamance County, who died July 23, following a heart attack . . . *Cheek* started with the Commission in 1922 and was section foreman for several years before the State took over the county roads . . . He retired on disability August 1, 1949 . . . Those who worked with him had a high regard for his ability and industry and will miss him for years to come . . .

CONDOLENCES to *J. H. Workman,* motor grader operator in Orange County, in the recent death of his wife . . . To *A. L. Meeler,* Caswell County mechanic, in the death of his mother . . . And to *J. E. Pickett,* Alamance County mechanic, in the death of his mother.

MOTOR GRADER operator *T. J. Garrard* of Orange County is back after an appendectomy . . . We're hoping machine operator *J. C. Smith* will soon be out of the hospital . . . He's been having some trouble with his eyes . . . *Paul Allen* and *Bud Madden* of Construction sweated it out for two weeks at Fort Jackson, S. C., in Army Reserve training . . . *H. A. Andrews* of the Sixth and *F. L. Fraley* of the Second Division recently transferred to the Construction department at Graham . . . Alamance County NCSHEA members elected *Sam Anderson,* county chairman; *David McPherson,* vice-chairman; *S. H. Jordan,* secretary-treasurer; *David Whittemore,* convention delegate; and *Paul Allen,* alternate delegate for the coming year . . . Mechanic *E. R. Cox* of Alamance County has done it again—he has a new boy and is a "Pa" again . . . The stork is hovering over the homes of *John Lee McPherson* of Graham in Construction and *Jack Bowman* . . . Their wives have quit work and are busily crocheting "little things" . . . Engineering aide *Jack L. Bowman* has been transferred to Durham as a junior right-of-way engineer . . . Recent vacationists included Sign Foreman *Dan Blalock,* his wife and friends who journeyed to Florida; *S. H. Jordan,* automotive part clerk, who went to Washington for a few days; *Kent Thompson,* Motor Equipment clerk, who went to Canada; and *Don Huffman* of Graham, Construction, who went to Burlington Mills for a few days.

DISTRICT THREE NEWS . . . Maintenance supervisor *R. S. Thomas* of Guilford County has been a "grandpa" twice in July . . . Virginia Beth Thomas was born July 12, to Mr. and Mrs. R. Steve Thomas, Jr., of Pasadena, Texas . . . Pamela Beth Edwards was born July 26, in Piedmont Memorial Hospital of Greensboro to Mr. and Mrs. Ray Edwards . . . Her mother is the former Beth Thomas . . . *J. E. Moran,* section foreman in Guilford County, has been "under the weather" for the past month . . . The recent heat was too much for *Furell Lefler* and *B. O. Parrish* who were overcome by the heat . . . Highway Engineer I, *Jack Brame,* who broke his ankle in May, has put aside his crutches and is recuperating nicely . . . Division Engineer *T. A. Burton* and his family just returned from an enjoyable beach vacation . . . Maintenance supervisor *J. M. Morton* of Rockingham County visited the Cherokee Reservation and attended the outdoor pageant, "Thunderland", at Asheville . . . *Mr. and Mrs. J. L. Mateer, Jr.,* vacationed in Washington, D. C., New York and Connecticut . . . *Mr. and Mrs. O. N. Alley* of Reidsville left June 29 for a visit with their son, Pvt. Richard N. Allen, of Hanford, Washington . . . They travelled the northern route and took in Spokane, Richland and Pasco, Washington . . . At Toppinish they saw an Indian Powwow and a real rodeo . . . "The snowcapped mountains were beautiful, especially Mt.



OFFICE PERSONNEL . . . DIVISION SHOP AT ASHEBORO

Ranier which was completely covered with snow. After a four-day stay, we came back the southern route. We travelled through 17 states, for a distance of 6,455 miles on 315 gallons of gas. The roads were very good, but we still think North Carolina has the best roads. Our trip was wonderful in every respect, especially the three-day stay with our son in Yakima, Washington."

DIVISION SIX

EDWARD C. DARDEN
Division Correspondent

MEET THE OFFICE PERSONNEL in the division shop at Asheboro . . . From left to right, are: *P. C. Pickett, R. B. Austey, Harold James, Edna Craven, H. C. Marley, Mrs. Henrietta Thomas, Raymond Everette*, and division mechanic *Henry Alford.*

IN JUNE, for the first time in three years, Division Engineer *Poindexter* gave out service emblems to employees in the Sixth Division as follows: Fourteen thirty-year emblems totalling 430 years, 13 twenty-five-year emblems totalling 357 years, 71 twenty-year emblems totalling 1,485 years, 48 fifteen-year emblems totalling 812 years, 41 ten-year emblems totalling 482 years, and 185 five-year emblems totalling 1,203 years.

THREE MEN—*Tom Collins, Fred Hilliard*, and *Roy Hunsucker*—were promoted from road oil patch foreman to road oil foreman.

BEST WISHES to *Robert G. Southall* and his bride, the former Edna Davis of Asheboro . . . She's the daughter of R. H. Davis . . . *Southall* is a resident engineer in Asheboro . . . They were married June 17, by the Rev. Boston Lackey in the Episcopal Church.

LITTLE STRANGERS . . . *Mr. and Mrs. R. C. Keck* of Siler City have a son, Robert D., Jr., who was born July 14 . . . *Father Robert* is a District Two sign painter . . . *Mr. and Mrs. Wayman Barnes* of Route 2, Asheboro, announce the birth of a son, "Junior", in July . . . *Barnes* is a Randolph County truck driver . . . *Mr. and Mrs. B. N. Cox* of Asheboro have a new daughter born July 26 . . . *Cox* is a Randolph County gang foreman.

DISTRICT ONE office clerk, *Mae C. Townsend* of Lumberton has been on the sick list for the past three months . . . We're glad she's improving and should be back on the job in September . . . *Mrs. Esther Phillips* has returned to her typewriter in the division office after being called home to Berea, Kentucky, due to her mother's recent illness.

RESIDENT ENGINEER *C. C. McBryde* and District Engineer *E. T. Brame* were among the few who kept cool in an air-conditioned building during the heat wave . . . They just moved their office to a new office building on Steel Street in Sanford.

LOCATING PARTY CHIEF *C. R. Dodson* of Sanford spent four days fishing off the Carolina coast . . . He returned with big tales but little fish—"The big ones always got away."

ROAD OIL MECHANIC operator *Graden W. Thomas* of Sanford was called into the Army August 1 . . . He'd been with the State since September, 1948.

THE FOLLOWING LIST of out-of-state engineers, with their schools and home states, are with the Bureau of Public Roads now working on F. A. S. roads in the Division: Edwin C. Granley (head of the group), Montana State, Montana; Gilbert Gray, Daniel H. Brown, Jr., Walter W. Bryant, and Cornelius R. Burghardt, University of Washington, Washington; Merle Beach, Kenneth G. Newmann, and Norman L. Spickert, University of Colorado, Colorado; Irving R. Ritter, University of Colorado, California; Fred Verity, Cooper Union, New York; Richard Prosence, University of Utah, Utah; Bruce Thurston, Utah State, Utah; Donald E. Trull, University of Kansas, Kansas; Woodrow W. Hoffman, University of New Mexico, Pennslyvania; Ivan C. Jenkins, University of Maine, Maine; Paul J. Kliminski, Newark College of Engineering, New Jersey; Albert A. Landino, University of Connecticut, Connecticut; James C. Lee, Carnegie Tech, Pennsylvania; Arthur A. Miller, Ohio State, Ohio; and Neil H. Wilson, Tufts, Massachusetts . . . Four are working in Lee County, three in Chatham and the rest in Randolph County.

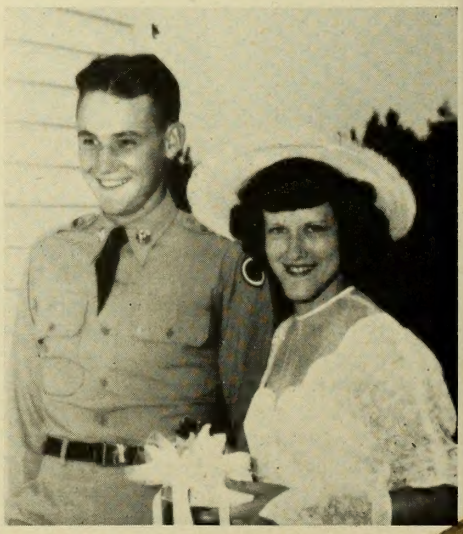
COMMISSIONER GEORGE COBLE was selected by the Board of Directors of the State College Alumni Association to receive the 1952 Meritorious Service Award . . . "The tremendous forward surge of the dairy industry in North Carolina and the other states of the Southeast during the past ten years is due in large measure to the know-how and leadership of big, hard-driving George Staley Coble. During the past ten years, in fact, the increase in dairy production and manufacturing in in this State has been far more spectacular than the glittering parade of our many athletic stars", said the N. C. STATE COLLEGE ALUMNI NEWS.

DIVISION SEVEN

CHARLES R. SMITH
Division Correspondent

MEET THE JOE L. HARRINGTONS who are pictured below . . . She's the former *Nancy Eloise Johnson* of Peachland . . . They were married June 14, in the Mineral Springs Baptist Church by the Rev. Wade McKnight . . . After a short wedding trip, Pvt. Harrington reported for duty at Camp Polk, Louisiana . . . *Eloise* elected to remain with the Commission . . . The folks at the Wadesboro district office find *Eloise* to be a wonderful person and very efficient in the work she is doing for the district office.

CONGRATULATIONS to the families in the Seventh with new babies: *Mr. and Mrs. Ernest K. McGinnis*, a boy; *Mr. and*



THE JOE HARRINGTONS

's. J. N. *Rushing*, a girl; *Mr. and Mrs. esley Strawn*, a boy; *Mr. and Mrs. John . Jones*, a boy; and *Mr. and Mrs. H. W. oome, Jr.*, a girl . . . *Mr. and Mrs. J. B. illiams* announce the birth of a son, orge Jerome, June 28 . . . *Mr. and Mrs. W. Preslar* have a daughter, Juda, born ne 21.

BACK ON THE JOB are *George C. len* who was ill for the past six months, *R. Scarborough* who suffered a major eration and extended illness, and *A. J. rkey*, section foreman of Cleveland, io was out due to an automobile cident.

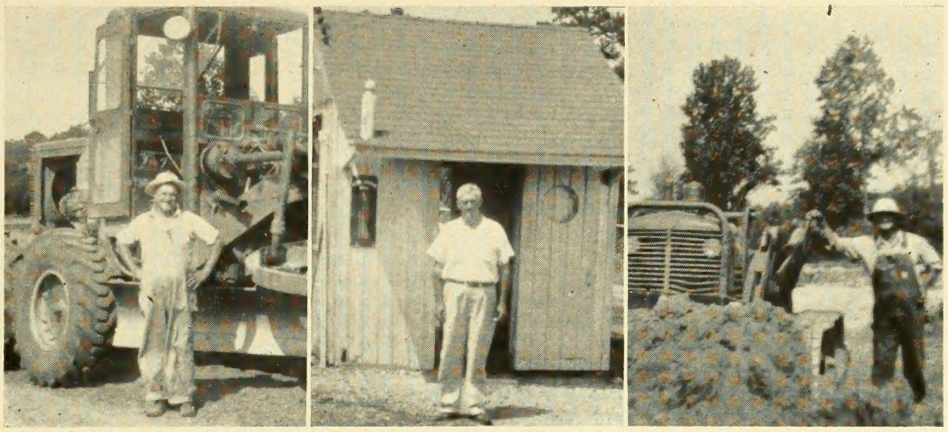
THE FINE GROUP of men pictured low are very much interested in the ison County Safety Drive . . . From left right see Sgt. Frank W. Reynolds, ghway Patrol; Ben Rivers, Anson unty sheriff; *W. Murr Crowder*, State ghway Maintenance; *P. R. Ingold* and *O. Black*, superintendent and steward spectively of the Anson County prison mp.

A. F. PENNINGER went to work with ecklenburg County in 1921 and has been motor grader operator since the spring 1923 . . . When the State took over the unty roads in 1931, he continued in that pacity . . . His first machine, an old ltfield-Pennfield with all hand controls, is the first motor grader purchased by e old Mecklenburg highway commission . His next was a Gilbert . . . Since then, has operated all types of motor aders.

HARVEY D. HUNT came to work with e Commission in Mecklenburg County 1938 . . . Since then, he has efficiently d cheerfully performed his duties.

PICTURED ABOVE is *C. L. Nesbit* th an A-C Loader loading topsoil for se work in the road program . . . He's en with the Commission for five years d has proved most valuable in keeping e trucks loaded and moving.

GET WELL WISHES to those folks io have been sick: *J. B. Pridgen* who turned to work after an operation for cerated stomach but was not able to main, Assistant Division Engineer *J. G. ight* who has been out for the past o months, and Elizabeth Harkey, ughter of *Mr. and Mrs. C. B. Harkey* Route No. 6, who has returned to her



A. F. PENNINGER, HARVEY D. HUNT, C. L. NESBIT

home after an illness at Rowan Memorial Hospital.

VACATIONS . . . Section foreman *W. C. Kesler* enjoyed three baseball games between New York and Washington in a week-end visit to Washington . . . *C. W. Graham* and *J. H. Graham* spent a week turtle fishing (with very good luck) in Tennessee . . . Two men took their families on motoring vacations: *Ralph Alderman* to Virginia and West Virginia, *C. B. Petrea* to Tennessee and N. C. mountains.

OUR SYMPATHY to the family of *Justice J. Harwood* of Rockwell in the death of his father . . . To the family of *J. C. Morris* of Concord in his recent death . . . He'd been with the Commission for twelve years . . . To *Brooks Aldridge* in the death of his mother . . . To *Nay Walden* in the death of his mother . . . And to the *J. E. Andersons* in the death of a sister, Mrs. Guy Groves.

WELCOME to *Carl M. Berryhill* of Charlotte who was recently employed in Construction.

ARMY NEWS . . . *John W. Jones*, gang foreman of Charlotte, is back from two-weeks summer camp with the Army Reserves at Camp Rucker, Alabama—Jones commands Company "A", 816th Engr. Avn. Co. . . Foreman *K. M. Barrier* took a two-week training with the National Guard at Fort McClellan . . . *J. R. Driscoll*, *G. D. Moss*, and *M. E. Annas* have returned to construction after serving fourteen months overseas with the 346th Engr. Light Equipment Company.

MORE ABOUT VACATIONS . . . These men have recently been on vacation: *K. R. Rusher*, *C. R. Boggs*, *J. R. Lyerly*, *L. F. Dry*, *J. A. Mills*, *E. C. Shinn*, *G. H. Rogers* . . . Scoutmaster *E. L. Setzer* of the New London Troop took a week's camping trip to Ellerbe Springs . . . The division office girls also went vacationing: *Bessie Lee Bradley* to Tuscaloosa, Alabama; *Dura Sikes* to western North Carolina; *Syrella Pickler* to Daytona Beach and Miami Beach, Florida; and *Doris Burleson* to Myrtle Beach, S. C. . . . The *W. M. Russells* went to Renfrow Valley, the *C. M. Shaws* to Seaside, and the *F. B. Ransoms* to Georgia . . . *B. D. McKee* spent a week near Backwater, Catawba River, with a fishing pole in his hand . . . *Floyd Penninger* spent his free time fishing . . . The *Horace Goodrums* and the *Jimmie Helms'* spent their vacations at camp meetings at Rock Springs . . . The *J. B. Thornburgs* are back from a recent vacation.

TWENTY-YEAR EMBLEMS were awarded to the following: *Jesse Anderson*, *J. Frank Blythe*, *Henry S. Campbell*, *W. Amzie Fincher*, *Ellwyn G. Glenn*, *T. Oscar Johnston*, *Robert T. Lewis*, *Cecil C. Paxton*, *Andrew F. Penninger*, *William M. Russell*, *David A. Steele*, and *A. M. Thompson*.

DAN SCHENK, now in the Army but recently in Maintenance, was married to Betty Strickler of Salisbury.

THESE FOLKS are delegates to the unit meeting of the Seventh Division of NCSHEA at Monroe: Chairman *R. T. Rollins*, *W. W. Safrit*, *L. A. Safrit*, *E. J. Lewis, Jr.*, *W. L. Kesler*, *L. D. Marion*, *D. F. Bost*, *H. F. Jones*, and *L. A. Cooke*—all from Rowan County; Chairman *E. C. Shinn*, *K. L. Honeycutt*, and *Leroy Moss*—all from Cabarrus County; *R. L. Byrd*, *G. H. Rogers*, *Roy Smith*, *Flave I. Little*, *Buford Smith*, *Ray Hatchcock*, *J. B. Poplin*, and *W. T. Smith*—all from Stanly County . . . Members from these three counties recently held picnic suppers to elect officers for the coming year.



AFETY DRIVE . . . REYNOLDS, RIVERS, CROWDER, INGOLD, AND BLACK



ERNEST K. McGINNIS

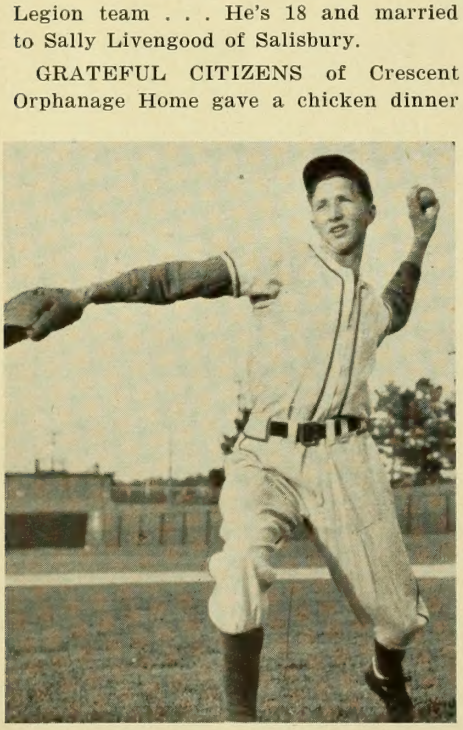
ERNEST K. McGINNIS came with the Commission in 1943 . . . In 1946, he was classified as a motor grader operator . . . He's been efficiently operating motor graders in Mecklenburg County ever since.

DON "LEFTY" SCHENK of the Salisbury Professional Rocots baseball team is the son of *Mr. and Mrs. R. W. Schenk* of Route No. 6, Salisbury . . . His dad is district mechanic at the Rowan County maintenance shop . . . This is Don's first year in pro ball and he has won 11 and only lost 3 games . . . Recently he was selected for the N. C. State League All-Star Team for the annual game in Thomasville where he was the winning pitcher . . . Don pitched for the Mt. Ulla High School and the Salisbury American Legion team . . . He's 18 and married to Sally Livengood of Salisbury.

GRATEFUL CITIZENS of Crescent Orphanage Home gave a chicken dinner for *G. C. Castor*, section forman, and his crew in appreciation for the fine job done on the Sam Fisher Road in their community.

CITIZENS of the Back Creek Church Community prepared a barbecue dinner for *A. J. Harkey* and his crew for the good work done on the Wilson Brown Road in their community . . . Invited guests included *M. E. Beatty, C. R. Smith* of the division office, District Engineer *G. E. Rike*, P. K. Dry, James Sloan, and W. H. Houck of the Rowan County Board of Commissioners.

UNIT SEVEN of NCSHEA has enjoyed a record growth in membership and interest since its inception in 1937 . . . At that time there were only 640 members . . . Today there are 952, a new high for the unit . . . In 1948, county chapters were organized which added new life and vigor to the association in addition to providing a more convenient medium for contact with the members in social and business affairs . . . Anson lists 115 members; Cabarrus, 77; Mecklenburg, 141; Montgomery, 58; Richmond, 66; Rowan, 126; Stanly, 167; and Union, 102 . . . New officers for Unit Seven are: *R. L. Brown*, chairman; *W. T. Smith*, vice-chairman; and *A. M. Buchanan*, secretary treasurer . . . The executive committee is composed of *R. L. Brown, E. J. Brinkley*, and *A. M. Buchanan*, Charlotte; *H. N. McWhirter*, Candor; *T. F. Royal*, Wadesboro; *L. A. Cooke; R. S. Lowe* and *W. W. Safrit*, Salisbury; *Roy W. Smith, W. T. Smith* and *W. J. Murray*, Albemarle.



DON "LEFTY" SCHENK

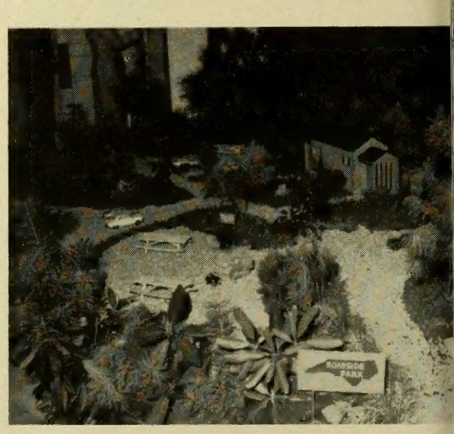
DIVISION EIGHT

JAMES H. COUNCILL
Division Correspondent

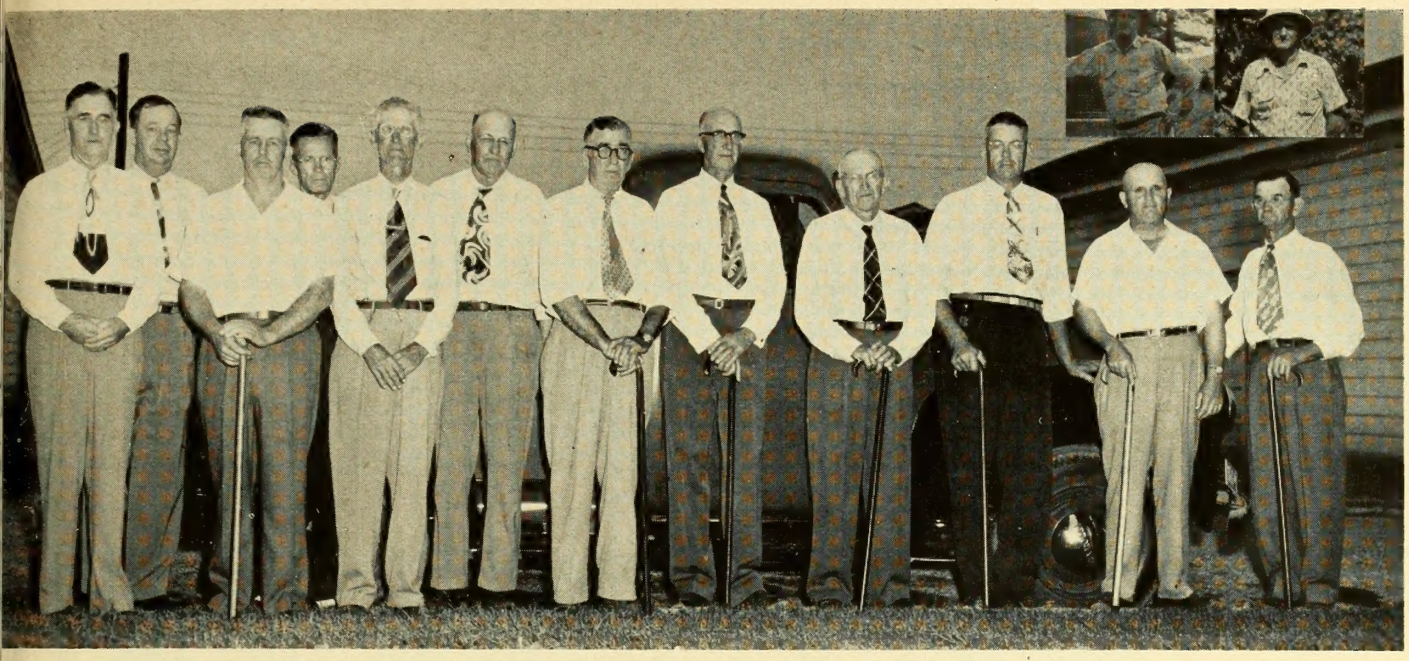
ON JULY 25, District Two held a combination barbecue and service award presentation at the Highway garage in North Wilkesboro . . . Division Engineer *Z. V. Stewart* did the honors and was assisted by assistant division engineer *Jim Councill* . . . About 500 people, retired employees as well as employees from the three districts, were present to enjoy the gay occasion . . . A big laugh was had by all when *Stewart* presented all the Thirty-year men with walking canes . . . The Thirty-year men are lined up on the next page . . . From left to right: *O. D. Bentley*, District Two; Division Engineer *Z. V. Stewart; R. S. Cheek*, District Two, Equipment; *A. G. "Pete" Justus*, District Three; *A. J. Reeves*, District Two; *J. H. Hauser*, District Two; *C. A. Hayworth*, District Three; *John F. Greer*, District Three; *Gabe F. Lawson*, Distict One; *J. M. York*, District One, Equipment; *Early T. Moser*, District One; and *L. H. Luper*, District One, Equipment . . . In the inset at left is *J. D. Gwyn* . . . *J. Miller*, Distict Two, is in the right ins . . . Twenty-five-year pins were presente to *E. E. Murphy* of the First Distric *J. G. Shermer* of the Second; *David Bentley* and *W. L. Bolick* of the Thir *George P. Price* of Construction; a *V. C. Freeman* and *U. L. Sebastian* Equipment . . . These men receive twenty-year pins: in the Second Distric *H. H. Allred, R. F. Bauguss, T. C. Call way. Gwyn J. Eller, W. C. Hall, A. Hollingsworth, G. C. Phillips, W. Reynolds, A. F. Shore*, and *L. B. Walsh* and *J. T. Blackwood, L. E. Walker*, a *J. S. Zimmerman* of Equipment . . These five men, and their departmen or districts, received fifteen-year servi emblems: *W. D. Walsh*, Second; *J. Canter*, Sign; *H. L. Keller*, Equipmen and *W. B. Edwards*, Construction . . *G. W. Haire*. Location, was the on one to receive a ten-year pin . . Five-year pins were presented to the men in the Second District: *C. E. Adam Barney Brown, R. W. Brown, F. L. Ca stevens, R. W. Church, H. F. Davis, H. Day, Tam Hall, A. S. Haney, T. C. Hause A. J. Johnson, W. A. Moser, T. S. Rey olds, S. S. Shermer, L. T. Smithey, W. Whitaker*, and *H. W. White* . . . Five-yea pins were awarded these men: in Roa Oil, *R. W. Ashley, Bob Campbell*, a *J. H. Cottrell;* in Sign, *W. M. Blackbur* and *Wake J. Watts* . . . Eight men i Construction received five-year pins: *J. Gwyn, J. M. Gwyn, R. V. Hayes, C. Kincaid, E. F. Neal, E. S. Pinson, W. U. Pitts* and *C. K. Smith.*

THE LADIES of the Blue Ridg Garden Club of Boone gave their annua flower shower in the basement of th Methodist Church, August 7-8 . . . On of their main exhibits was a replica an miniature of the new roadside park whic was just opened on US 421 near Dee Gap . . . See the handiwork of the ladie below . . . *Mrs. Jim Councill* helpe design and set up the roadside par exhibit.

OUR SYMPATHY to the family of *G. C Pendry* (a retired section foreman) wh



ROADSIDE PARK REPLICA



30-YEAR MEN IN THE EIGHTH DIVISION

lied July 19 after an extended illness . . . To *Mr. and Mrs. Ira R. Bristol* in the drowning of their 16-year old son, Coy Eugene Bristol . . . *Ira Bristol* is a former temporary highway employee . . . And to *Arnold* and *Lloyd Bare* in the death of their brother, Fidell Bare, from cancer.

ROAD MAINTENANCE Supervisor *J. T. Winkler* of West Jefferson reports the installation of a telephone . . . Give the maintenance boys a buzz some time . . . The number is 4939.

EDWIN BLACKBURN, who spent a year and a half with the Army, is back with the Commission and doing a fine job despite the loss of one eye and receipt of two other wounds.

ASHE COUNTY Road Supervisor *Tom Winkler* attended a barbecue supper in North Wilkesboro recently and reported a very nice time.

IN JULY the Ashe County chapter of NCSHEA had a delicious fish fry.

THE ROAD leading to the Negro Mountain section, where the State is planning on building a park, is now under construction . . . Sure will be an improvement to the county.

STORK CHATTER . . . *H. F. (Ford) Cooper* is all smiles since the recent birth of a big baby boy—his first in ten years of married life . . . Just call *E. L. (Gene) Craven* of Equipment "Grandpa" since his daughter, Mrs. Richard Miller, gave birth to a fine little girl . . . *Mr. and Mrs. Roy Wallace* have a new daughter, Linda Carol, born June 6 . . . *Mr. and Mrs. Bennie Baird* are the proud parents of a son, Gerald Lynn, born July 19 . . . *Mr. and Mrs. Don R. Neal* of Belews Creek report the eight pounds one ounce birth of a daughter, Kathy Jane, June 26.

BEST WISHES to the newlyweds in the Eighth . . . Section foreman *L. H. Correll's* son, Bill, was married to Sylvia Walker on May 21 . . . Assistant office engineer *Fred Pennell* was wed to Hope Brown of North Wilkesboro June 7.

WE ARE GLAD to report that *J. F. (Burr) Bivens* of Elkin is showing satisfactory improvement and is able to get out for short auto rides . . . We are all pulling for "*Burr*" to make a complete comeback . . . It's good to see Yadkin County section foreman *R. A. Moser*, who has been out since March with a broken leg, back at work.

WE'LL ALL MISS District Two gang foreman *John Grover Shermer* of Yadkinville who retired September 1, after 25 years with the Commission.

DISTRICT TWO fishermen who have been plying the streams this summer include: *Simon Shermer*, section foreman; *Tom Hauser*, truck driver; District Engineer *J. E. Doughton;* and Road Maintenance Supervisor *H. E. Koontz.*

RAY JAMES, one of our temporary employees, and his wife enjoyed a trip to New York in August . . . He attended the reunion of his old outfit during World War II—the Fourth Division Army.

BELATED BIRTHDAY GREETINGS to these people, and the dates, who celebrated birthdays in *June: B. B. Baird* of Boone, 22; *J. C. Blackburn* of West Jefferson, eight; *W. M. Carter of Granite Falls*, 16; *H. F. Cooper* of West Jefferson, four; *Archie Dancey* of Vilas, 30; *J. F. Greer* of Boone, 19; *G. E. Luther* of Boone, six; *J. Q. Mullis* of Bina, 18; and *Clifford Philyaw* of Globe, 29 . . . These men celebrated birthdays on the following days in *July: Pete Justus* of Lenoir, 30, *Roy Baird* of Boone, 17; *W. T. Duffey* of Granite Falls, one; *Paul J. Freeman* of Lenoir, 30; *J. G. Goss* of Lansing, two; and *Arnold Spears* of Lenoir, nine . . . These men, and the dates, were born in *August: E. C. Norris* of Boone, eight; *A. J. Baird* of Sherwood, 17; *Wiley T. Bare* of Nathans Creek, 13; *A. D. Cook* of Zionsville, 24; *Russell Cornett* of Shulls Mills. six; *G. E. Dula* of Lenoir, 13; *F. E. Edminsten* of Sugar Grove, 15; *D. S. Faw* of Lenoir, 20; *J. A. Lyalls* of Bina, 29; and *Dewey Mitchell* of Blowing Rock, 21 . . . Men who were born in *September*, and the dates, include: *A. M. Lyalls* of Jefferson, two; *C. H. Kemp* of Smethport, 30; *Arnold Bare* of Wagoner, 20; *Lloyd Bare, Jr.*, of Wagoner, 12; *H. M. Bledsoe* of Boone, 26; *W. J. Coffey* of Lenoir, one; *J. W. Cooper* of West Jefferson, three; *C. M. Greer* of Lenoir, five; *Dwight Hayes* of Vilas, 14; *Fred Owens* of Warrensville, 23; and *B. A. Rainey* of Lenoir, 11 . . . In *October* these men will celebrate birthdays: *Bennie B. Baird* of Vilas, 11; *F. D. Blevins* of Grassy Creek, 29; *H. H. Freeman* of Lenoir, 26; *J. W. Hartley* of Lenoir, one; *C. M. Hollar* of Boone, 16; *D. F. Jones* of Smethport, 11; and *J. C. Martin* of Lenoir, seven.

DIVISION NINE

JEAN CLINE
Division Correspondent

IT'S WONDERFUL to see our "Big Boss" and friend—*L. B. Peck*—out again following his time out for illness

PHIL BROWN was recently elected president of the North Carolina Checker Association . . . His last tournament was July 4, in Mt. Airy.

TAR WHEELS of District One are pictured on the next page . . . On the front row, left to right, are: Key Gang



TAR WHEELS . . . NINTH DIVISION . . . DISTRICT ONE



HIGHWAY HIGHLIGHTS . . . NINTH DIVISION . . . DISTRICT TWO

Foreman *Fred Biggerstaff*, Division Equipment Superintendent *J. F. Abernathy*, District Equipment Foreman *F. E. Gray*, District Engineer *H. H. Weaver*, Road Maintenance Supervisor *J. I. Church*, Road Oil Foreman *J. B. Robinson*, and Camp No. 905 Superintendent *Fred Friday* . . . On the Second row, left to right, are: Key Gang Foreman *Paul Sain*, Gang Foreman *C. G. Poston*, Bridge Foreman *H. I. Setzer*, Key Gang Foreman *C. E. Noggle*, District Stenographer *Marion Davis*, Road Oil Supervisor *S. B. Brinkley*, Automotive Parts Supervisor *R. E. Laidlaw*, Road Oil Foreman *G. H. Curtis*, Camp No. 907 Superintendent *H. J. Schrum*, and *C. G. Poston*, Camp No. 904 Superintendent . . . The C. G. Postons are not related.

DISTRICT TWO highway highlights pause for a group picture . . . Front row, left to right, are: Road Maintenance Supervisor *H. B. Shearer*, Key Foreman of Iredell County *J. B. Murdock*, Inspector on Bond Work *L. D. Gaither*, Alexander County Key Foreman *J. D. Bebber*, Maintenance employee *I. B. Curlee*, Steno-clerk-secretary *Mrs. Lois Barkley Knox*, Superintendent Catawba County Prison Camp *Guy Elmore*, Roaad Maintenance Supervisor *P. J. Corpening*, Superintendent Iredell County Prison Camp *Fred Ross*, District Engineer *P. D. Miller*, Superintendent Alexander County Prison Camp *Guy R. Ferguson* . . . On the back row, left to right, are: Bridge Foreman *Ural Poovey*, Bridge Foreman *Clyde McRee*, Sign Foreman *Sam J. Knox*, District Mechanic *B. R. McLain*, Resident Engineer *D. L. Rink*, Instrumentman *E. M. Tate*, Resident Engineer *P. L. Cantrell*, and Instrumentman *Luther Beam*.

DISTRICT correspondent *Lois B. Knox* was in Raleigh, June 8, to see her nephew, Jack Barkley, receive his degree from State College.

"IN THE GOOD OLD SUMMERTIME" . . . *Mr. and Mrs. H. F. Arledge* and sons—David and Harold, Jr.—spent two weeks in Oklahoma visiting Mrs. Arledge's family . . . Division office steno *Betty Peeler* spent a week at the beach and then went to Cherokee for a few days to see "Unto These Hills" . . . Steno *Jean Cline* of the division office also vacationed in the mountains and saw the Cherokee pageant . . . *Mr. and Mrs. Harry L. Hudson* vacationed in Bradenton, Florida . . . *Bill Lattimore*, Equipment, vacationed at Harker's Island . . . Maintenance supervisor *H. B. Shearer*, his wife and their two children visited near Baltimore, at Atlantic City and Wildwood Beach . . . Maintenance supervisor *P. J. Corpening* is telling tall fish tales following the week he, Mrs. Corpening, and their son, Alex, spent at their cottage at Lake James . . . District Engineer *P. D. Miller*, Mrs. Miller and their younger son, John, spent an August vacation in Florida . . . L. D. Gaither and family spent a week at Ocean Drive, South Carolina.

ERWIN CHAMPION of Road Oil, *Allen Gray*, *Stan Sherman* and *Horace D. Smith* of Construction spent two weeks at National Guard Encampment at Fort McLellan, Alabama.

MAINTENANCE SUPERVISOR *John I. Church* and family just moved into their new home east of Shelby.

BILL ESKRIDGE not only works for the Equipment Department but he put in many hours with the "Miss Shelby" Beauty Pageant . . . *Bill* accompanied "MISS SHELBY OF '52" to the State contest in Winston-Salem in July.

HAROLD CAUSBY of the division stock room resigned to join Hoyt Keeter Motors, Inc.

CONGRATULATIONS to *Mr. and Mrs. James T. Stikeleather* on the birth of a son, June 13 . . . And to highway engineer *Ken Mauney* and Mrs. Mauney on the arrival of their new son, Eric, July 15.

A STORK SHOWER was given July 23, in honor of *Mrs. Fidelia Edney*, a former

employee in the division office, at the home of *Mrs. Jean Cline* by *Mrs. Cline, Mrs. Martha Allen, Mrs. Marion Davis* and *Miss Betty Peeler* . . . About 35 guests were present . . . Fidelia received many nice and useful gifts.

SPEEDY RECOVERY is wished for *M. L. Hughes*, Equipment, who broke his leg at the Third District shop in May, but is back on the job now . . . For *Ray C. Short*, who was at Veterans Hospital for over a year, but is now back . . . For Iredell County foreman *Ottie Setzer* who is recuperating at the Davis Hospital in Statesville from a major operation in July . . . For *W. D. Williams*, Alexander County employee, who is back after a ten months illness.

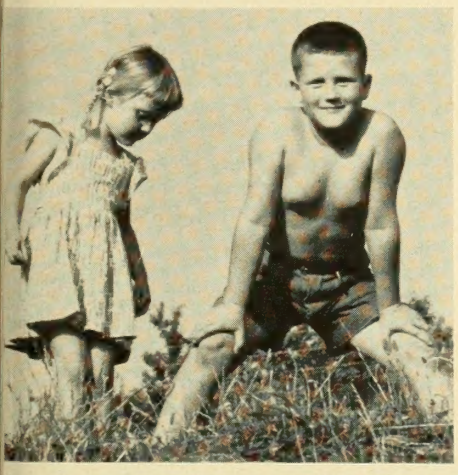
WE LIKE Safety Director *Joe Crawford's* hot weather advice: "Cool off before you pop off."

THE DISTRICT TWO truck shed, subgarage and oil house-assembly room have all undergone a "face lifting" recently . . It's amazing what a new coat of paint will do . . . The maintenance men appreciated the new electric water cooler.

A GOOD TIME and a "hot time" were had by all at the NCSHEA meeting and barbecue July 29 . . . Almost 100 per cent attendance.

WE WERE SORRY to hear of the death of *B. P. Smith's* wife . . . He's an Iredell County truck driver.

SEE five-year old Gail and eight-year old Stanley Terrell below . . . They're the children of *Mr. and Mrs. R. A. Terrell* of Rutherfordton . . . *Terrell* is a highway engineer I with Construction.



R. A. TERRELL'S CHILDREN

SERVICE AWARDS were presented to the folks in the Second District at Statesville recently . . . Thirteen men received 20-year pins: *Floyd Alexander Brawley, Lawrence Emra Cline, Ivey Bowman Curlee, Richard Earl Current, William Thomas Dyson, Robert Lee Guy, Avery Killian, John Frank Morrison, Wade Cornelius Pharr, Charles Albert Poovey, John Claris Robertson, Ray Alexander Shoemaker, William Arch White*, and *Floyd Emmett Whitener* . . . Four men have served 15 years: *Avery Martin Aiken, Emmett Herman Cline, Clarence Wooten Knox*, and *Crowson Alexander Matlock* . . . *Claude Heighlh Eury* received a 10-year pin . . . These eleven people received five-year pins: *Kenneth Emra Cline, Robert Wayne Connolly, Vance William Cranfill, Robert Doughton Fox, William Effie Holcomb, Willard Reden Laughter, Ben Ray Mills, Chloris Brett Patterson, Willis Cornelius Pharr, James Ray Robinson*, and *James Thomas Stikeleather.*



PAUL LOMINAC'S PATCHING CREW

DIVISION TEN

DAN TURNER
Division Correspondent

GOOD-BYE AND GOOD LUCK to *R. L. Porter, Sr.*, and *Foreman E. A. Lumpkin* of Madison County who resigned recently . . . *Porter* went to Iceland to work with the contractor, W. C. Smith .. . *Lumpkin* moved to Eastern Carolina to be near his sick mother.

AT THE ANNUAL meeting of Unit Ten, delegates were elected to the State convention of NCSHEA . . . *F. K. Westwood* was elected chairman and *R. S. Franklin*, secretary . . . Unit Ten was the first unit in the history of NCSHEA to reach a membership of 1,100!

MR. AND MRS. JOE SETSER announce the marriage of their daughter, Margaret, to Albert Ramsey of Franklin on August 30.

SEE PAUL LOMINAC'S patching crew above.

CHIP OFF THE OLD BLOCK . . . *Mr. and Mrs. Don Wiseman* announce the birth of a son, Don Paul, July 17 . . . *Mr. and Mrs. Talmadge Rogers* are proud parents of a baby girl . . . *Rogers* is a truck driver . . . *Mr. and Mrs. Joe Setser* are pleased with their two new granddaughters (their daughter, Mrs. Game Walker, had twin daughters.)

GET WELL WISHES to *Claude Isenhower, Mrs. Melton George, Grover Willis, William Thomas Marr, Howard West* and *W. V. Jenkins.*

CECIL HOOPER, *Harry Walton*, and *Paul Lominac* attended the NCSHEA meeting at Craggy recently.

DEEPEST SYMPATHY to *Mr. and Mrs. Gudger Robison* in the recent death of their baby . . . *Robison* is a Clay County truck driver.

GOOD CITIZENS . . . Truck drivers *Edward Foster* and *Charles Griffith* and gang foreman *Harry L. Walton* were recent donors to the Red Cross Blood Bank.

VACATIONS . . . Shovel operator *Howard Rogers* spent several days in Washington State on vacation . . . Senior bridge foreman *C. W. Rink* also went West—all the way to California.

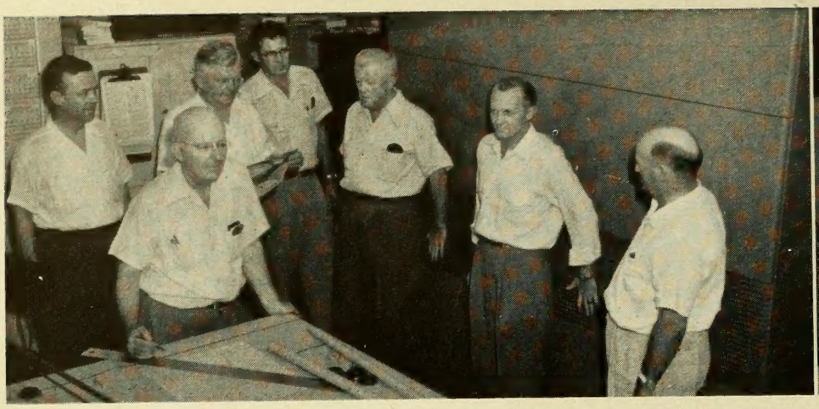
JOHN RAY WALDROUP, shovel operator, was re-employed in June . . . He'd been on military leave . . . *Clarence H. King*, tractor operator, and *David L. Beaver*, drill operator, are new District Three employees.

HEADQUARTERS

IN AUDITING, *Nelle Brown* vacationed at Virginia Beach . . . *Helda Ray's* brother, Thurston, is here from Seattle for a two-week visit . . . *Mrs. Sally Bell Clark* has a little girl, Diane, who was born August 12 . . . *Mrs. Becky Holden* had a baby boy born in July . . . Three former employees came by for visits: *Geneva Stutts* of New Bern, *Ruby Garrison* of California, and *Mrs. Gordon (Edith) Purvis* of Rocky Mount . . . *Cecil Stearns* was a Red Cross blood donor.

AVIS KNIGHT spent a week in Savannah, Georgia, with Mrs. Wood after the death of her husband, Roger Wood . . . *Virginia Hassinger's* daughter, Mrs. William N. Holm, and three children are staying with her till Lieutenant Colonel Holm can get a place for them in Germany.

PRISON DOINGS . . .At Central Prison 70-year old *Ross Duncan* retired . . . *Anne Jones* transferred to the Adjutant General's office . . . *Miriam Hobgood* and *Mildred Ferrell* both vacationed at Carolina Beach . . . *Mrs. Dell Mitchell* attended a State-wide convention of the Sons and Daughters of Liberty in High Point . . . New employees include *Jean Wellons,*





MEN OF LOCATION AND FOLKS IN BRIDGE DRAFTING ROOM ENJOY COOL BREEZES

Dorothy J. Kennedy and *Adelaide P. McCotter* . . . *Mrs. McCotter* used to work with the FBI in Washington . . . *Miriam Hobgood*, secretary to *Mr. Anderson*, resigned to teach commerce in the White Oak High School . . . Folks who vacationed, and their destinations, are: *Mrs. Hazel W. Keith* (at home in Wake Forest), *Mrs. Virginia Ofcharik* (Pennsylvania), *Mrs. Edith Allen* (the mountains and Fontana Dam), *Mrs. Lawanna Robinson* (beach), and *Charles B. Amick, Jr.* (beach).

OVER IN ROADWAY *Bill Fulghum*, *Don Freeman* and *Dick Turner* were recent blood donors for the Red Cross . . . *James Warren* and *George McKee* have resigned . . . *Andrew L. Clement* is a new temporary employee . . . *R. R. Trevathan* and family vacationed in New York . . . *M. B. McEwen* went to Virginia Beach and to Williamsburg to see "Common Glory" . . . *Don Freeman* and wife, Jean, went to Myrtle Beach for a week . . . *Bill Wilson* vacationed at the beach . . . *William Barkley* spent some time travelling in Florida . . . *Dollie Smith* spent Labor Day week-end in New York City . . . *Town Hall* drove to Delaware; Harrisburg, Penn.; and Oak Ridge, Tenn.; to visit family and friends . . . *Dan Allen* has a new hunting dog named "Dollie" . . . *Bobby Leonard* was married June 14 in Raleigh's Pullen Memorial Baptist Church to Constance Pearce of Raleigh . . . After two summers in the drafting room and June graduation with a B.S. in Construction from State College, *Bobby* is a permanent employee . . . We were saddened by the untimely death of *R. W. Brice, Jr.*, who had been employed about a year.

AIR-CONDITIONING has at last come to the bridge and roadway drafting rooms on the fourth floor of the Highway Building . . . The coolness was welcomed as they had literally been sweating it out during the recent heat wave . . . *Pete Bourke* of the Lab took pictures of some of the folks examining the air-conditioning units . . . Left to right are below: *Lillian Sorrell, Bill Wilson, Joe Taylor, Tom Park, Sam "Town" Hall, Ben Terrill, Charlie Goodwin, Sam Usry, Griffith Marchant, Arthur Barnett, "Town" Hall, Mary Ruffin, Dollie Smith, Tom Park, John Morson* and *Martha Enscore* . . . In the second group of pictures above from left to right are: *Bill Hampton, W. L. Hobbs, R. Getty Browning, Bob Dodson, Eddie Seagroves, Jimmie Vick, Lloyd Cook, R. S. Wicker, Emily Brown, C. J. Berthel, Annie Ruth Sugg.* and *Howard W. Shelden.*

IN CONSTRUCTION *Elizabeth Jackson* has transferred to the Utilities Commission . . . *Hunter Irving* is a patient at Mary Elizabeth Hospital for a three-week rest and check-up . . . *Slick Hartman* was a recent Red Cross blood donor.

P. L. SASSER of Burgaw is the new landscape supervisor of the Second Division.

EARL WILLIAMS and *Charles Lassiter* of the Blue Print Room recently took their families to Myrtle Beach on vacations.

WELCOME to *E. W. Cooper* of Edenton who replaces *E. O. Brogden* in the leg department . . . *Cooper* is a Wake Fore Law School graduate . . . *Ken Woot* and his wife, Jane, spent a week in cottage at White Lake.

NEWS FROM THE BRIDGE MAI TENANCE Department is that *Ralp Carroll* eloped June 26, to Wilson wit Leola Reese and kept their marriage secret for a week . . . While husband *Pa* of Location is at Army Reserve trainin camp for two weeks, *Dixie Ferguson*, an their son are vacationing in the mou tains . . . *A. S. Furtado* and family spen two weeks camping out in the Mai woods . . . *Charlie Biggs* just joined th ranks of the 30-year folks when he passe his 30-year work anniversary . . . *Pa Connelly* had a surprise birthday dinne for her State student husband, Joe . . She gave him a study desk for his birt day . . . *Charlie Biggs* entertained th office gang one night at a big watermelo cut at his home . . . Tommy Denson Richmond, who used to work for th Highway Department but is now wit the Federal Government in road wor came by for a visit . . . *Swindell Jenkin* went to Niagara Falls on his vacatio and then went fishing down at Morehea

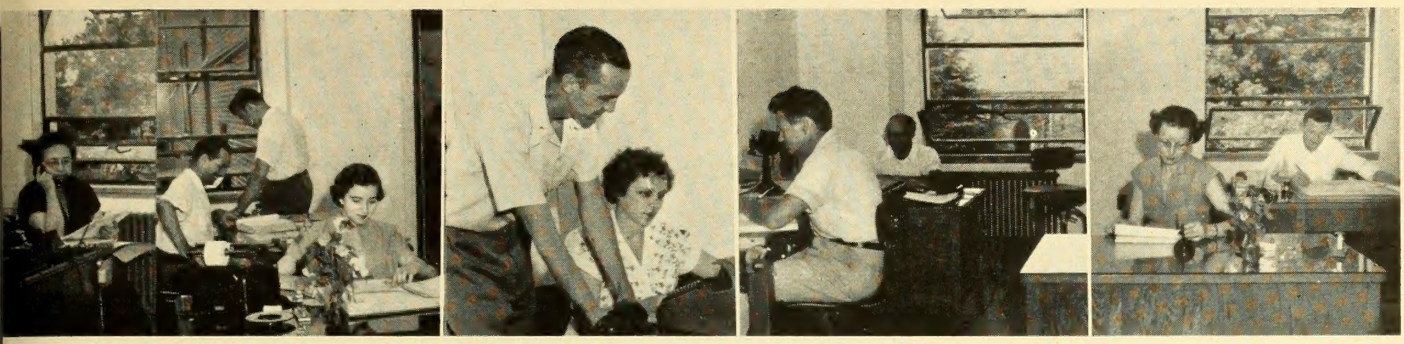
IN LOCATION there are six ne employees. *Mrs. Hunter Stevens*, draf ing; *James G. Hall, William Plemmon Willam D. Raymer, Henry G. Cooke*, an *Greely D. Howard*, surveying . . . Senio party chief *P. A. Jenns* of Kinston ha returned to work after an extensive illnes . . . *H. A. Tate*, senior party chief, ha a new daughter-in-law as of August 3







AIR CONDITIONING COMES TO ROADWAY AND BRIDGE DRAFTING ROOMS



STATISTICIANS MOVE INTO PERMANENT QUARTERS IN NEW HIGHWAY BUILDING

. . His son, Hugh A., Jr., was married to oyce Morton in Raleigh's First Presby- rian Church . . . These twelve men went a two-week Army Reserve training mp: *W. D. Raymer, M. C. Baker, H. R. oyette, W. B. Bunn, W. H. Coward, E. C. avenport, A. D. Dickerson, J. D. Ezell, . E. Ferguson, W. C. Henley, G. G. nkins, Jr.*, and *J. A. Kenny.*

LOUISE BERNARD had a big time on r week's vacation at Atlantic Beach . . . *lizabeth Hughes* and husband had a ttage for a week at Nag's Head.

OUR SYMPATHY to the families of . *J. Turner* and *G. C. Pendergraft* who ed recently . . . *Turner* had been a ison guard from 1910 to 1927 . . . He as employed at the Highway Shop from 27 until his death July 29 . . . *Pender- aft* had been a mechanic for the last years at the Highway Garage.

THE STATISTICIANS are still the ly people to be officially ensconced in eir permanent quarters on the third or of the,berad HLRDLetaomrdletaor f rom left to right above see *Flora cDonald, Tilly Bevacqua, John Hon- rrier, Carolyn Curry, L. V. Jay, Belle lley, Walter Napowsa, J. C. Bradford, ma Walker*, and *Bill Sedberry.*

IN THE BRIDGE DEPARTMENT *W. S. Buck" Smethurst* has retired on disa- lity after 21 years of faithful service



BUCK SMETHURST

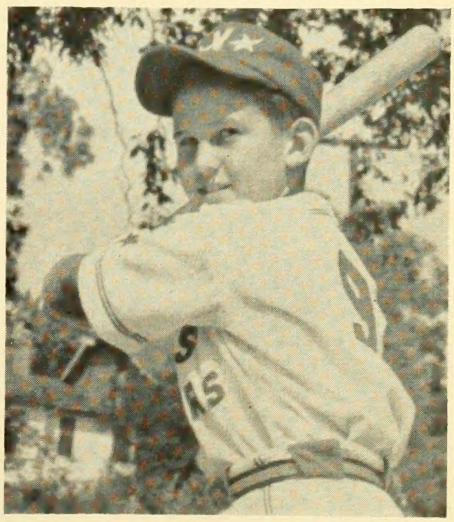
. . . He was born February 19, 1883, in New Bern, and was educated in the Raleigh Public Schools and attended N. C. State College . . . His wife is the former Emma Cheek . . . He's at home and doing as well as could be expected . . . His fellow-workers will miss *Buck's* personality and services very much . . . *Buck* is pictured below . . . *L. C. Dillard* expects to move into his new Raleigh home on Woodland Avenue in a few weeks . . . Temporary employee *Emily Brown* took a life-saving course at Pullen Park Pool this summer . . . *Reuben Shaw* recently had an unwelcome intruder in his basement—a possum wandered in . . . Never knew possums were interested in boats before.

TRULAH PAGE and *Elizabeth Talton* vacationed at home—*Trulah* in Williamston and *Elizabeth* in Johnston County . . . *Harold Russell, Jr.*, son of *Mrs. Hilda R. Russell* in Right of Way, has just finished a most successful season in Raleigh's Little League Baseball . . . *Harold* has played three years on the Kiwanis Team and had a .356 batting average this summer! . . . He played second base on the All Star Little League team, which won the Raleigh City Championship . . . His team competed for the State Championship in Wilmington where Harold was the leading batter . . . He's only twelve years old and will enter the eighth grade of Needham Broughton High School this fall . . . See Harold below.

NEWS FROM STATISTICS . . . There are five new traffic employees: *Wayland S. Butler, Leroy Ray, Fred C. Hill, Robert S. Messner* and *W. Carl Wilson* . . . Three girls resigned: *Sarah B. Carter, Carolyn Curry*, and *Ann Simmons* . . . *Sarah* moved out of Raleigh with her minister-husband, *Carolyn* will go to the Woman's College this fall, and *Ann* was recently married to State College student Tom Blackwelder . . . *Tilly Bevacqua* after many years of commuting daily from Chapel Hill has moved his family to a home in Raleigh . . . *John Honbarrier* and his wife, Margaret, (she works in the Division of Purchase and Contract) spent some time visiting in Virginia and western N. C. . . . *Blanche Bradley* took some time off since her soldier-husband has returned from the Pacific . . . *L. V. Jay* and family spent two weeks in Chicago . . . *Jim Burch* took his family to a South Carolina beach for some sunshine and rest . . . *Polk Denmark* spent some time on the Outer Banks, saw "Common Glory", and visited relatives in Ashe County . . . *Guy Farmer* and his wife, Mary, spent a week in the mountains . . . *Marvin Cates* made his engagement official . . . He gave Gwen Woodard a beautiful diamond ring . . . *Mrs. Dorothy L. Smith* transferred from the Prison Department.

IN THE MATERIALS LAB *James Cole* just got back from an extensive motor trip through western North Carolina and Pennsylvania . . . He visited relatives in Winston-Salem and Reading, Penn. . . . *Rex H. Stephenson, Jr.*, and his wife, Ruth, and their daughter, Mary Kay, vacationed at Nag's Head . . . The fishing was fine, but they got rained out of the last half of "The Lost Colony" . . . *Mr. and Mrs. Gilbert Morgan* and daughter, Sharon, enjoyed a stay at Carolina Beach in August . . . *Mrs. Elizabeth Wilson*, chemist, resigned September 1, to move to Durham.

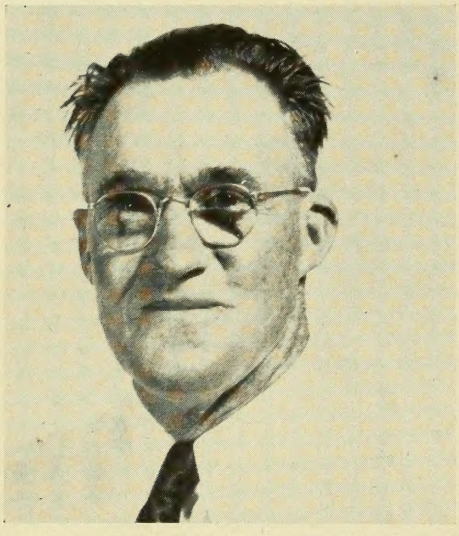
THE EQUIPMENT DEPARTMENT has several folks out sick . . . *E. T. Pierce*, superintendent of the Equipment Depot, has been hospitalized at Rex . . . *Minnie Hornbuckle*, after a stay in the hospital,



HAROLD RUSSELL, JR.

is out again and has gone to Birmingham, Alabama, for a few days . . . *Alex Tyson* is back at work after a brief hospital stay . . . *Lillie Belle Hunter* is still convalescing at home but she hopes to be back soon . . . *J. C. Smith, Zeb Bunch* and *Zilphia Joyner* took vacations . . . *Myrtle* Wall had to stay home when her husband, Harold, was sick . . . *Bernice Mann* vacationed in New York . . . *Frances Stephenson* and husband spent a few days at Carolina Beach . . . *Bernice Smith* of Durham, a former employee, came by for a visit . . . Fellow employees of *Ethel Byrd Jones* gave her a surprise party on her 20-year work anniversary . . . They had a cake and gave Ethel a lovely silver compote.

HONOR ROLL



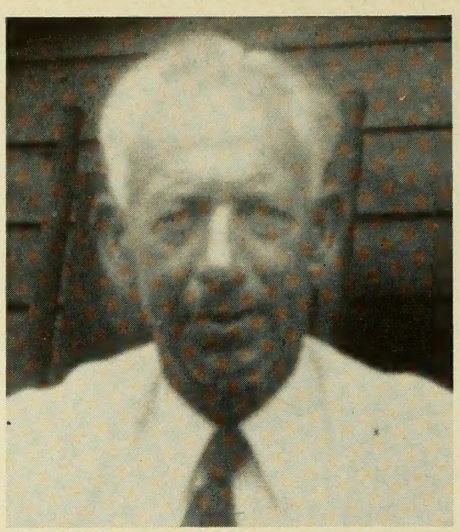
DILLARD S. FOSTER

GANG FOREMAN Dillard S. Foster of Swannanoa in the Tenth Division was born 51 years ago in Buncombe County.

His wife's name is Dollie. The Fosters have two boys and one girl: 21-year old Albert, 20-year old Marie and 23-year old Paul.

Foreman Foster lives on Route 1, Swannanoa. He's a member of the Christian Creek Baptist Church.

SENIOR BRIDGE foreman Ralph B. Johnson of the Second Division says, "I started driving a truck on the first black top road from Durham to Chapel Hill in July of 1921. O. F. Yount was Superintendent. I went with the bridge department when the State took over the bridges. I worked under R. O. Travis, bridge foreman, for four years. My boss for the next 18 years was H. L. Snell who retired in 1942. Meantime, I was made assistant foreman in 1931. In 1943, I was made foreman. All my work has been in the First and Second Divisions."



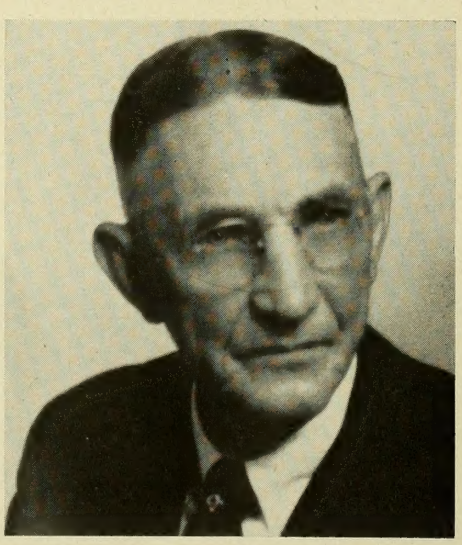
RALPH B. JOHNSON

Johnson attended the Silk Hope High School and the Pittsboro High School. He was born March 5, 1897 in Siler City. His wife is the former Esther Mae Davis. They are Methodists. They have a three-year old daughter, Viola Lindley.

Fishing is his off-the-job interest. He's a member of the American Legion.

CONSTRUCTION inspector James Oliver Brown of the Third Division was born in Pickens County, South Carolina some 60 years ago. He grew up on a cotton farm where "everybody had to work—or else. I worked."

Before joining the Commission in 1922, he worked with several bridge companies in Virginia. Right now he's right back at Whiteville where he started 30 years ago with the Commission. His early projects were bridges over Brunswick River, Alligator Creek, Neu River, Albemarle Sound and the Inla Waterway at Southport. He remembe the rigors of living in tents, riding bicycle or walking to bridge constru tion sites. He'll never forget the mu and mud or his run-ins with snakes a gators.

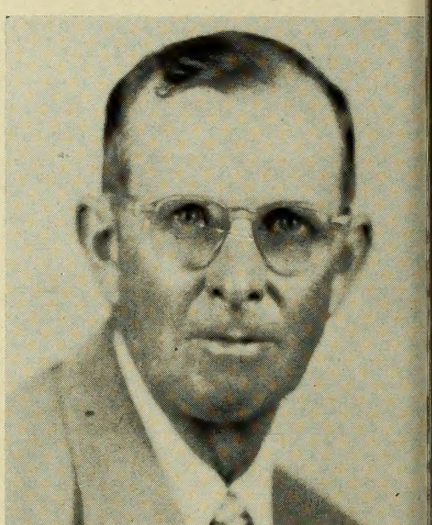


JAMES OLIVER BROWN

Brown's first wife was the form Etter Dickens of Maxmeadows, Virgin By a second marriage to Mrs. J. Rowe of Burgaw, he has three ste children—Carlon, Ronald and Barba Rowe.

Brown likes to tinker with tools a repair electrical appliances, e.g. iro and sewing machines. He enjoys putt ing around his rented home fixing doo windows, and screens.

In his words, "There are a lot fellows who read this will rememb things to cuss about and also to lau about."



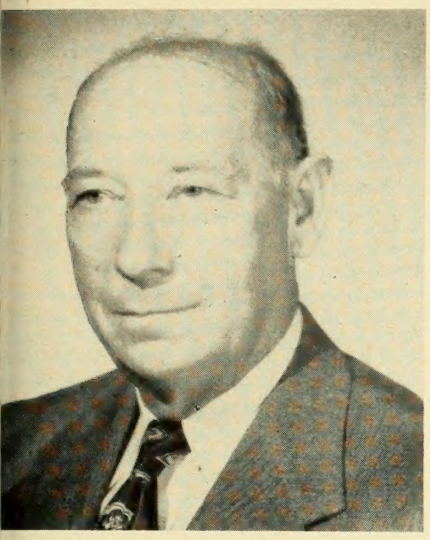
CROLIE E. McLEOD

ROAD MAINTENANCE supervis Crolie E. McLeod of the Second Distri in the Fifth Division was born March 1900, in Ether.

He attended Abner School in Mor gomery County. In November of 192 he started with the Highway Depa ment in bridge maintenance in the o Fifth District. George Clodfeller w bridge foreman. In 1923, he transferr to the maintenance department und supervisor Elsie C. Hunsucker. McLe then worked in Montgomery, Moore a Hoke Counties as guard rail, patch a bridge man. From 1931 to 1948, he w a gang foreman in Alamance Count For the last four years he has be maintenance supervisor of Alaman County.

He is married to the former Sall McKenzie. They are members of t

raham Methodist Church. The McLeods
ve at 300 Banks Street, Graham.
The supervisor relaxes by gardening
id working in his yard.



FRANK SOLOMON CLARK

FRANK SOLOMON CLARK has been mechanic in the Fourth Division for e last 30 years.

Clark was born December 14, 1892, Oxford. Today he lives in Bunn. His fe's name is Myrtle. The Clarks are ptists. They have one daughter, Mrs. axton O. Eddins. Clark is a Mason. His outside interests are baseball, hing and hunting.

FLOATING GANG FOREMAN James nry Markham of the Seventh Division s born in Big Island, Virginia, August , 1893. He's the son of the late Lucy alker and Virgil Henry Markham. He one of a family of eight children. s father was a building contractor the building instinct was early instilled in him. At 13, he signed on as cook for a highway crew of the Bedford County (Va.) Highway Commission.

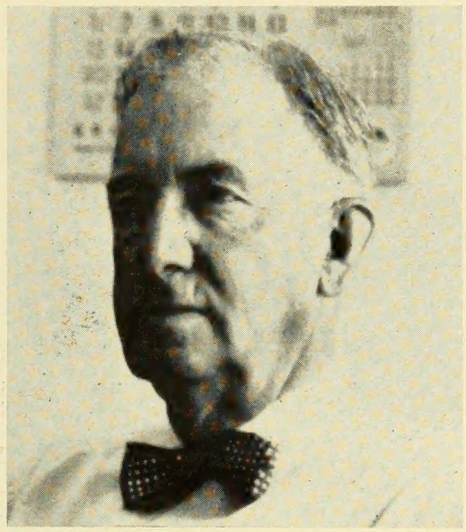
Just before World War I, he married Mertie Toombs of Mecklenburg County, Va. In the battle of Argonne Forest, Markham was wounded with 91 shrapnel fragments; 51 remain in his body today.

He started with the Highway Commission in 1921 in Kinston, under maintenance supervisor R. E. Snowden. In 1932, he went to Elkin where he worked for five years under T. A. Leaper. Five years later he went to Rowan County as floating gang foreman. In 1944, he was transferred to Montgomery County where he directs work of a maintenance crew.

Markham owns a home in Mocksville where his family resides and where he drives on week-ends. For 40 years Markham has been a member of the Baptist Church. He's a former deacon. and a member of the Masons, Woodmen of the World, Veterans of Foreign Wars and the American Legion. The Markhams have two daughters: Hilda Lewis Markham and Mrs. H. S. Anderson. They have one grandchild, Patricia Anderson.



JAMES HENRY MARKHAM



FRANK M. CARLISLE

SENIOR OFFICE engineer Frank M. Carlisle of the First Division in Ahoskie says, "In my position I come in contact with the men in the field, in both maintenance and construction. In my opinion, the Commission is one of the greatest and finest organizations I know of. The men are loyal to its cause (good roads) and give the best they have."

Carlisle should know as he has been with the Commission since January, 1922. He started out as a highway inspector and worked with resident engineer R. R. Roper on the project from Wards Creek near Plymouth to Columbia. He was transferred to the concrete paving job from Bethel to Williamston in 1923. In Carlisle's words, "In 1925, I was called to the division office in Tarboro as office engineer to replace Walker. I was only supposed to be there for two months and then go gack to the field. I'm still here in the office."

He was born August, 26, 1882, in Tarboro. He graduated from Tarboro schools and Massey Business College in Richmond. Later he started a course from the International Correspondence Schools which he did not finish as he left field work. He's an Episcopalian. He's divorced and has one son—F. M. Carlisle, Jr., of Chapel Hill.

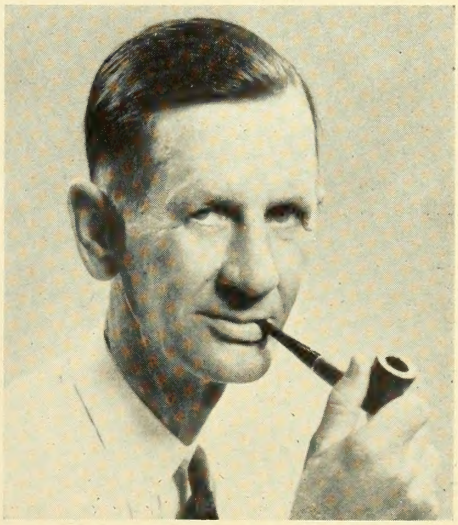
Carlisle says, "I am very fond of good music, especially opera. My greatest hobby is fishing. I enjoy gardening in the summer and football games in the fall." He's a member of the State Wild Life Club.

WILLIAM ANDREW LITTLE of Charlotte was born May 26, 1899, in Mecklenburg County. In November, 1921, he reported to F. S. Kluttz of Gastonia as a rodman. Little has worked himself up through the ranks to his present position—highway engineer, IV.

His formal education includes attendance at Charlotte High School, graduation from Horner Military Academy in Charlotte and one and a half years of State College.

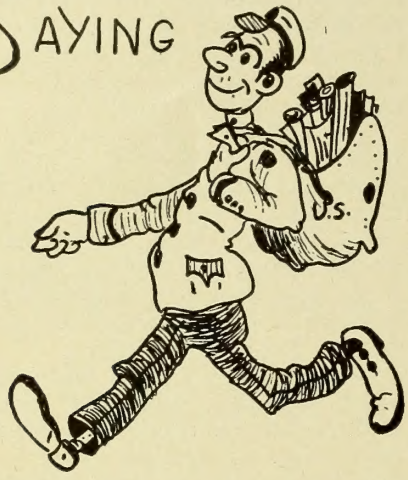
Little is married to the former Lily Mae Allen of Charlotte. They are Methodists and live at 609 Berkeley Avenue, Charlotte. His hobby is raising flowers.

Little is a member of the Masons, Oasis Temple, N. C. Society of Engineers, and the Red Fez Club.



WILLIAM ANDREW LITTLE

WHAT THEY'RE SAYING



THE PRESS of the State hailed with generous plaudits the announcement by Dr. Jordan that North Carolina will get more than the promised 12,000 miles of new secondary roads from the $200,000,000 bond issue.

Commented the Shelby *Star:* "Somebody owes Dr. Henry Jordan, chairman of the Highway Commission, an orchid for the unprecedented task he and his associates have accomplished in so short a time."

"They have broken all known records in highway construction", continued the *Star*, "and the program has been recognized throughout the road-building world as one of the landmarks in highway construction progress . . . Keeping North Carolina's road system abreast of the times constitutes big business, and the citizenry can be thankful for the quality of leadership this business has had since its inception."

After referring to the bonus mileage of paved secondary roads, the *Journal* of Winston-Salem said: "One feature of this program which has won much commendation from suburban citizens of this immediate area has been the paving of a number of the most heavily populated and traveled suburban streets. These streets, treated only with loose gravel up to now, had become so dusty in heavy traffic in dry weather and so muddy in wet periods that the situation was almost intolerable.

"The relatively large numbers of families and motor cars located on these streets made them short-distance traffic arteries of much importance, and the heavy volume of traffic called for frequent maintenance work upon them by the highway forces.

"In paving these roads, the State has brought relief from dust and mud to hundreds of Forsyth citizens and at the same time reduced to a minimum the amount of future maintenance work required on the thoroughfares."

The *News* of Wilmington said "North Carolina should be proud of its highway achievements in the past few years. These accomplishments have been made possible through the large rural road bond issue and record prosperity, which gave the State its largest highway tax revenue. It not only has been possible to pave thousands of miles of rural roads, but primary systems have received more attention than most people thought they would four years ago."

Then the *News* asked a question: "But what will the State's policies be when the $200,000,000 bond issue money is exhausted or a leveling off in economic prosperity also levels the highway revenue, too?"

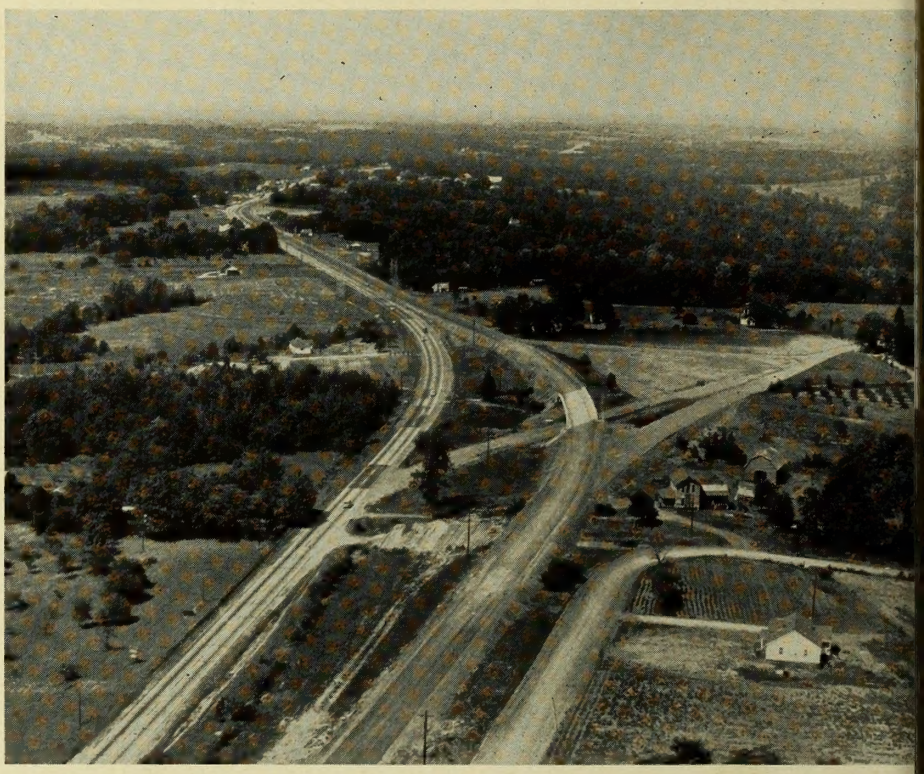
"Will it continue to try to surface more and more rural highways?", asked t *News*. "Will the attitude that every pr erty owner is entitled to a paved road his place continue to grow? How deep w the maintenance costs of the 'black to cut into regular highway funds? And h much money will be left, over the yea for the support and improvement of t primary highway system?"

The newspaper thinks "The division available funds between secondary a primary highways is going to be one the hardest policy-making jobs of futu commissioners." And it concludes by sa ing:

"There is no doubt the record set the Jordan highway administration w encourage future road progress. And ke ing this progress in balance may beco the top responsibility of the men w follow him and his associates."

The *Johnstonian-Sun* of Selma gave o with some sound advice to businessm

NEW HIGHWAY FROM CONCORD TO CHARLOTTE



Motorists approaching Charlotte from Concord on US 29 will soon breezing along on a new dual-lane highway. Aerial shot was taken by Jake Houst of THE CHARLOTTE OBSERVER. Looking north from Charlotte, the phot graph clearly shows the grass median strip with the grade separation over NC 4 The project begins four miles north of Charlotte and runs 16.55 miles to inte section with US 29-A about one mile north of Concord. Grading by the Gilbe Engineering Company of Statesville was begun December, 1950, and is comple with the exception of the rip raps. Blythe Brothers of Charlotte built the foot wide structures which include box culverts and six major bridges. In Ap Propst Construction of Concord started paving (bituminous surface treatmen the 24 foot lane. The paving should be finished by the last of November. The tot cost of the 16.55 mile project will run well over a million dollars. W. A. Little the resident engineer. M. E. Beatty is the division engineer.

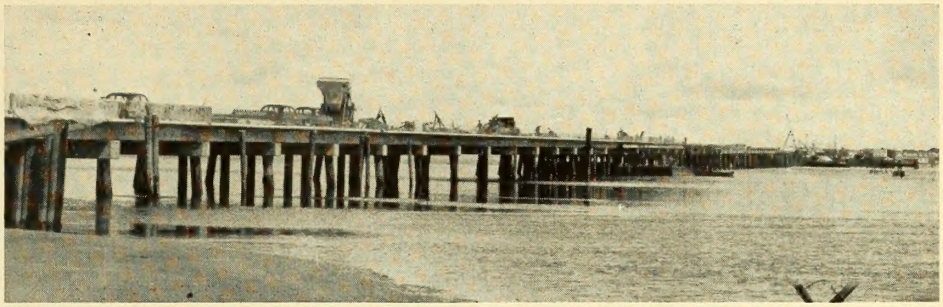
perating along main highways—specifi-lly US 301—who are inclined to oppose location of the highways away from ngested areas. The paper pointed out at the modernization of the main inter-ctional arteries fits into an overall ederal plan for military routes that can ndle heavy traffic and handle it faster.

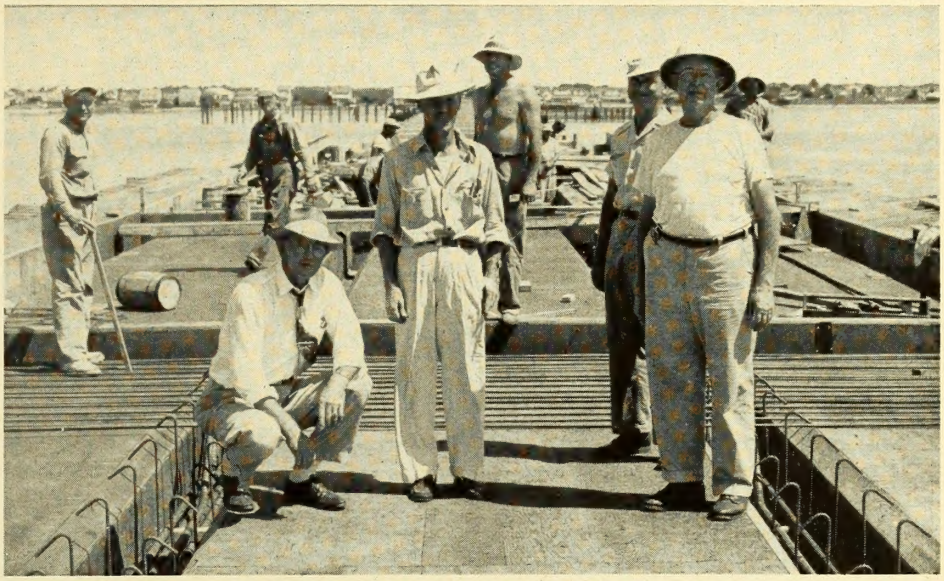
"Reasons for the military arteries are vious and necessary for a complete fense plan", said the newspaper. "Uncle m is matching dollar for dollar with ch State affected, with the 'must' that e roads be built according to their ecifications. We feel that a fight by ery businessman, chamber of commerce d town board along the entire stretch ill result in nothing except bitterness d misunderstanding."

Pointing out that it will be several ars before work gets underway on the hnston County stretch of US 301, the *hnstonian-Sun* said: "Businessmen ost affected by the change in route ould begin right now to work harder building up a reputation among tour-ts for service, economy and hospitality." other words, make their facilities and rvices so attractive that they will draw peat business off the super highway hen the route is changed.

"We feel that the best way to capitalize what appears now as a hopeless situa-on is to cooperate with highway officials every way possible, advertise now as tourist center, and make plans to entice avelers to stop at your place, your wn." Then, the editorial concluded, the eased customers will come back even they have to drive a little ways off the g road.

NEW BRIDGE TO ATLANTIC BEACH





Top photo shows how far construction had progressed in early August on the new bridge across Bogue Sound connecting Morehead City and Atlantic Beach. This picture was taken from the beach side.

Bottom photo shows some of the men working on the project. From left (in foreground) are J. B. Cutchin, resident engineer; D. V. Dickson, Bob Jones, and M. B. Koonce, inspector.

DIVISION EQUIPMENT SUPERINTENDENTS MEET IN RALEIGH



The Commission's division equipment superintendents ather from all over the State for a meeting in Raleigh very two or three months. Equipment problems are dis-ussed. Frequently manufacturers are called in to hear ggested changes in design or lines of State Highway equip-ent. Charlie Snow took this picture of our key equipment en. Seated at the table in the Commission Room from ft to right are: E. T. Pearce, Superintendent of Raleigh epot; J. L. McDonald, Second Division Superintendent; . J. Davis, First Division Superintendent; B. W. Davis, Chief Equipment Engineer; P. R. McCorkle, Seventh Division Superintendent; and R. L. Cox, Tenth Division Superintendent.

Standing behind from left to right are: R. G. Setzer, Accountant; D. B. Thomas, Fifth Division Superintendent; G. A. Brinkley, Fourth Division Superintendent; J. W. Upton, Third Division Superintendent; J. V. Clifton, Associate Equipment Engineer; R. F. Hunter, Eighth Division Superintendent; and J. H. Alford, Sixth Division Superintendent; and J. F. Abernathy, Ninth Division Superintendent.

Prison Report

Anderson Appoints Top Assistants

PRISONS DIRECTOR Walter Anderson recently picked Warden Robert A. Allen of Central Prison and Blaine M. Madison of Methodist Orphanage to head his prisons reorganization program. Allen, 39-year old former Reidsville police chief and SBI agent, became assistant director in charge of prison camps. Madison, 45-year old Methodist Orphanage school principal, will be in charge of rehabilitation and training.

Kenneth B. Bailey, 39, of Raleigh, was promoted to succeed Allen as warden at Central Prison. Carl W. Galloway, 36, of Raleigh, was appointed prison personnel officer. Fred Ross, 38, superintendent of Iredell prison camp, was made prisons supervisor for the Ninth Highway Division.

The Anderson program calls for a tighter administration, closer supervision of prison camps and institutions, greater emphasis on readying prisoners for rejoining society at the end of their prison terms and discipline tempered with religion and recreation.

Dr. Jordan met with the new appointees and assured "the team" of his support. He stressed that the Prisons Department is a part of the State Highway Commission, and as such, is partly responsible for the outcome of the State's big highway program.

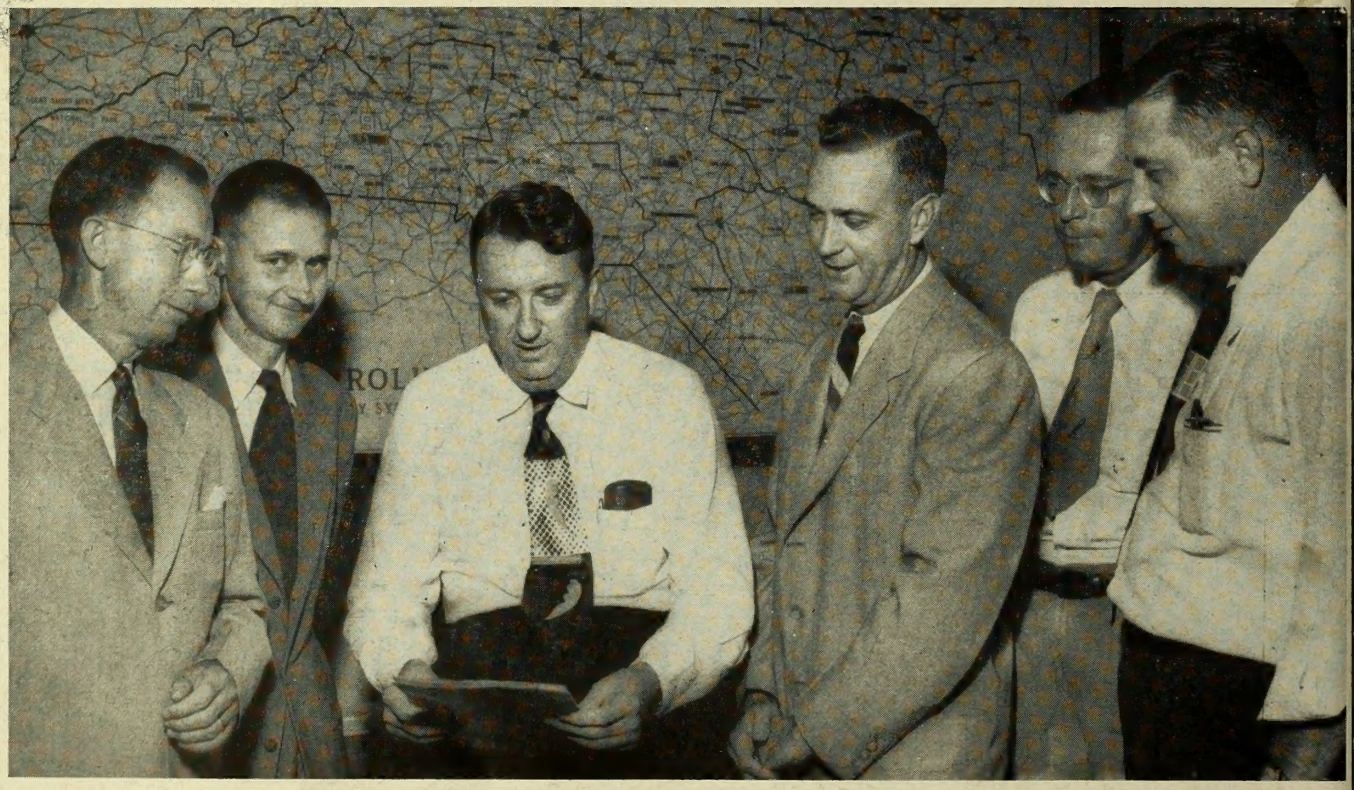
As assistant director in charge of prison camps, Allen will be responsible for some 86 road camps and their inmates. He will see that the ten division prison supervisors are able to supply the ten division highway engineers with adequate prisoners for highway details.

Madison, a native of Iredell County, holds a bachelor's degree from High Point College and master of arts and education degrees from Duke University. He has been director of education and principal of the Methodist Orphanage School for the past ten years.

As assistant prisons director in charge of rehabilitation and training, Madison will be in charge of the prison chaplains, the prison doctors, recreation, education, classification and prison records.

Bailey started with the Prisons system in 1936 as a guard. A Wake County native, he formerly ran a dairy farm. For the past several years, he has supervised Central Prison's industries.

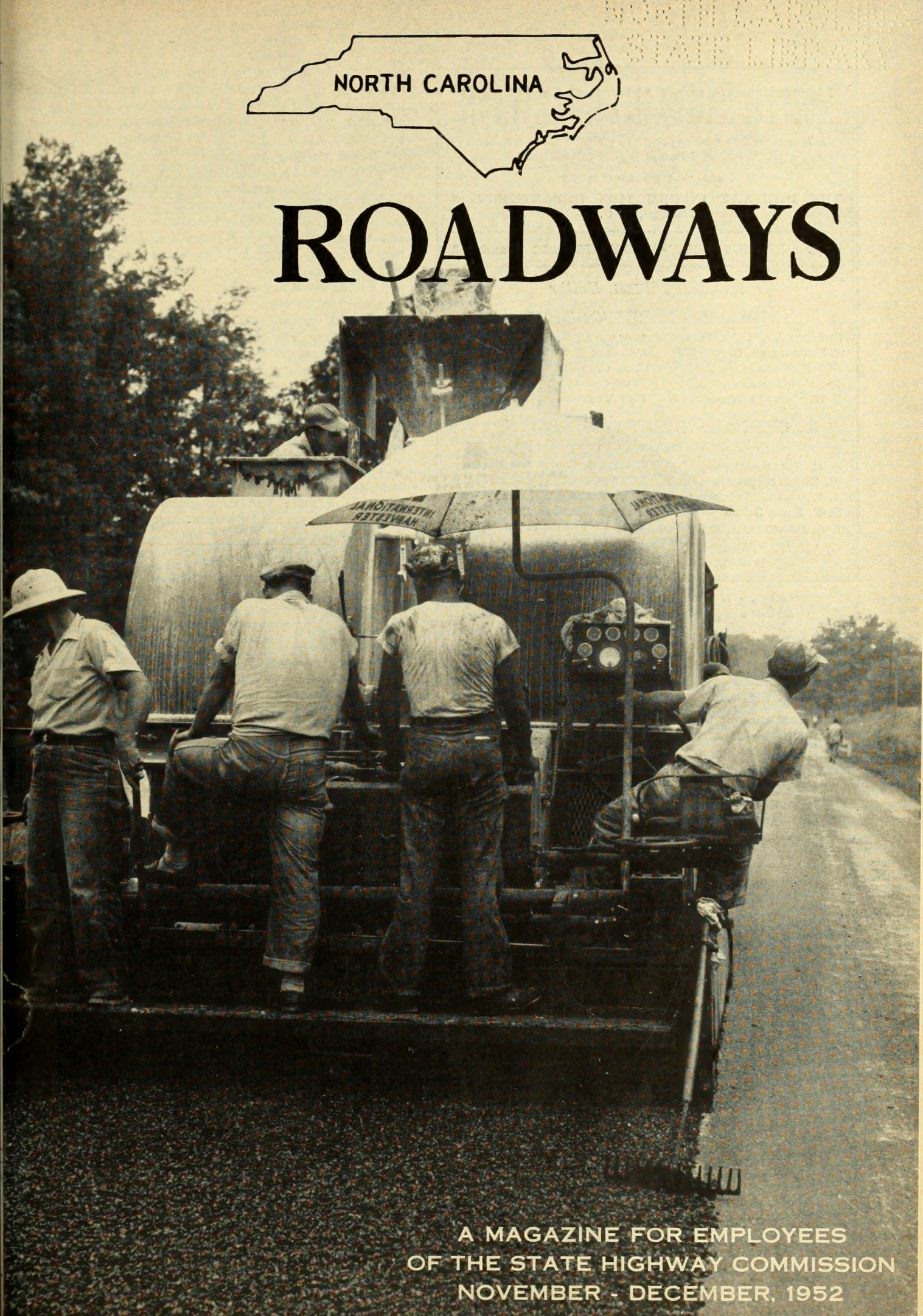
Galloway is a graduate of West Carolina Teachers College and has done graduate work at the University of North Carolina. During World War II, he served as a warrant officer in charge of personnel. He has been a teacher and principal at public schools in several sections of the State, including Vance School near McCullers in Wake County and schools in Wayne County. During the past year he was principal of Shelby Junior High School in Cleveland County.



Prisons Director Walter Anderson poses with five of the men who will help carry out his new prisons reorganization program. Left to right: Blaine M. Madison, Carl W. Galloway, Anderson, Robert A. Allen, Fred Ross and W. K. Bailey. These men took over their new duties on August 1.

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ROADWAYS

A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION
NOVEMBER - DECEMBER, 1952

NORTH CAROLINA ROADWAYS

A Magazine for employees of the North Carolina State Highway and Public Works Commission

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MARGARET BURK, *Editor*

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"Best In The World"

AT THE RECENT NCSHEA CONVENTION, retiring President Jim Councill made a remark that sort of stuck with us. He was introducing Chairman Jordan, and Mr. Councill referred to the North Carolina Highway Department as "the best road-building organization in the world."

None in the department would dispute that statement. From top to bottom among the employees there's a quiet sense of pride in what the Highway Department has done in the last few years. Nobody anywhere has ever topped their phenomenal record of accomplishment. And until somebody does, the North Carolina Highway Department remains the Champ.

The big secondary road program put an extra burden on everybody, from waterboy to chairman. The tremendous job they have done, and are doing, is due in large part to the spirit keynoted by Jim Councill.

They feel they are part of "the best road-building organization in the world". None would deny they have won —the hard way—full right to that pride.

New Highway Library

FOR A NUMBER of years need has been felt for a library in the highway building. Now, at last, that facility has been provided.

A large room on the first floor has been set aside in the new highway building for a library to contain books, report and other volumes dealing with highway and allied sub jects. An earnest effort will be made to build up the librar so that it will be helpful to engineers, researchers, student and others interested in highway topics.

When moving to the new building got underway division heads in the old building were invited to be o the lookout for material that would be useful in the library That would include old photographs, maps and other his torical material dealing with Highway Department peopl and their activities over the years. Already the respons has been gratifying. A large amount of interesting an valuable material has been unearthed, and in due cours will be displayed or properly filed—so it will be easily avail able—in the library.

We now extend a similar invitation to our division an district offices. It's entirely possible that in some of thes offices there are books, reports, maps, photographs or othe types of material that are not particularly wanted there yet would be welcomed additions to our new library.

Anyone having such material, and who doesn't care t keep it himself, is cordially invited to bring or send it t the Publications Office.

It will take time, of course, for the library to develo to a full measure of usefulness. Such a project can't b completed overnight. With a little help, however, we hop to make it more and more worth-while as time passes Eventually, it should be a great asset to the Department.

THIS MONTH'S COVER

A Hetherington-Berner paver is shown on our cover this month. It shows the smooth manner in which the machine can lay bituminous surface treatment. The material is mixed in the machine and laid immediately. This paver is the only one owned by the State. Right now it's being used for maintenance work in the Sixth Division. The picture was taken of the paver being used on road work on NC 109 between Denton and Southmont. Our thanks to Pete Bourke for this excellent picture.

Any Old Photos Today?

ON OUR CENTER SPREAD this month we present wha we consider some very interesting pictures. And severa old-timers who have seen the photographs agree with us In fact, their enthusiasm over these photos of old road building scenes was downright contagious. So we figured i might be a good idea to broadcast an invitation to all high way people to send us any old pictures they might hav lying around. We mean, of course, photos having to do wit highway people and their work in the long ago.

Those photos that have general interest will be used i ROADWAYS. All will be returned in good condition to th owners.

We find that youngsters in the road-building busines get just as much kick out of these old pictures as thei elders do. And that's not so hard to understand. Being use to the mountain-moving methods and machinery of today they just take a long look at the way roads were built 3 and more years ago—and wonder how old-timers did it.

Of course, the same wonder pops into the minds of th old-timers—then, all of a sudden, they remember how the did it. By main strength, sweat and determination. But mos of all, the old pictures bring to them a certain nostalgi pleasure. They are taken back to the days when men were men and bulldozers were unheard of. To them, the photo bring back welcomed memories of old associates, old proj ects, and old problems.

So almost all of us can find some degree of interest i the old pictures. If you lend a picture to us, be sure t identify the location and the people, and give its date i possible. Tell as much as you can about it.

We think ROADWAYS readers will enjoy a series of th old photos.

Genius: A man who shoots at something no one *else ca see*—and *hits it.*

Conceit may *puff* us up, but can never *prop* us up.



Front view showing part of new Equipment Depot across highway from old shops at Raleigh.

Highway People Helped Build New Raleigh Equipment Depot

By MARGARET BURK

Need a half-inch bolt or a structural steel roof truss?. If you do, the place to get these items is the new Raleigh Equipment Depot.

The perpetual inventory of the Depot shows that over 12,500 items ranging from two-penny nails to heavy tractor replacements are in stock. The Depot is no small business as the value of current supplies usually runs well over one and a half million dollars!

Several years ago when the State Fair officials requested both the land and the buildings of the old highway shop on Hillsboro Street extension for exhibit halls, the Commission decided to expand and build new shops across the road. The result today is a larged fenced enclosure covering 20 acres, an 1,800-foot highway frontage, and several large buildings.

Our Men Aided Builders

Contractors—Hunt Construction Company of Charlotte—started work on the new shops in January of 1951. Superintendent E. T. Pearce and Foreman J. H. Crabtree not only designed but purchased and installed all the plumbing and heating equipment. Sewer and water lines were put in by contract. A. S. Furtado of the Bridge Maintenance Department designed and installed all the electrical equipment and wiring. Moving day was June 1, 1952.

Since the early Twenties, highway mechanics had been working in scattered, poorly lighted shops. Furthermore, when it rained, even the roof in the old main shop building leaked. The new setup is not only larger and better ventilated, but much easier to keep clean. Organization has replaced the jumble of the old shops.

There is little new equipment—mostly the same machines, lathes, milling machines, grinders, shapers, planers, boring mills and drill presses that were used in the old shops.

It's up to the highway mechanics to repair and return equipment to operation in the field. When certain parts are needed but cannot be obtained from commercial sources, our mechanics design and make these parts.

In one large (100x225 foot) building, Foreman H. C. Gillis directs the work of the general machine shop, heavy machine shop, welding shop and the blacksmith shop.

The machine shop (100x75 feet) is quite an enlargement over the old (48x90 feet) shop across the road. The only new equipment is a Racine hack saw, a heavy-duty pedestal grinder, an electric welder and a press for installing heavy gears, cams and sprockets. The work of the machinist and mechanics on heavy work ranges from changing sprockets and revamping crushing shafts to building special equipment, including sand driers. They even fabricate the structural steel roof trusses for smaller highway shops throughout the State.

In the heavy road machinery shop, our men overhaul power shovels, rock crushers, tank car heaters, asphalt distributors, boilers, rooters, scrapers, and even our heaviest equipment — mammoth 40-ton 1½-yard shovels.

The welding shop works in conjunction with the needs of the other branches of the shop.

Back in the blacksmith shop, the men are especially pleased with the fine new air-driven forge. A pneumatic air hammer facilitates their work.

Big New Compressor

In a separate building, a 460-cubic-foot compressor furnishes air for all the portable pneumatic tools in the shops. The new compressor replaces and retires the old compressor—a relic of World War I days.

The paint shop has a 16x46-foot paint-booth which not only purifies and filters the air but keeps down the poisonous and highly inflammable paint fumes. Painter Eugene Neville thoroughly appreciates the new filter as it is an added facility to help keep the paint fumes out of his lungs.

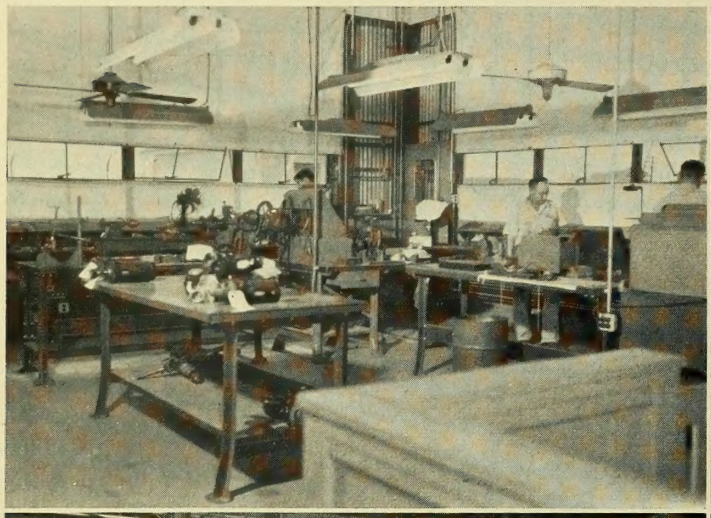
Two spacious storage sheds house the lumber and steel stockpiles.

Paralleling the machine shop is a second large building where assistant superintendent Zeb D. Bunch oversees the work of the general repair shop. J. C. Smith is the principal clerk. Grover B. Woodell, shop foreman, supervises the overhauling of trucks, tractors, concrete mixers and water pumps. In this shop you'll find the only track press operated by the Highway Commission. All crawler tractor tracks for the entire State are rebuilt here. These men not only repair but rebuild worn-out equipment. Foreman T. R. Buchanan's passenger car branch of the shop also repairs, rebuilds and revamps wrecked cars when the field shops are not equipped to do the work. The general repair shop builds erector cranes for heavy duty lifting, as in bridge building.

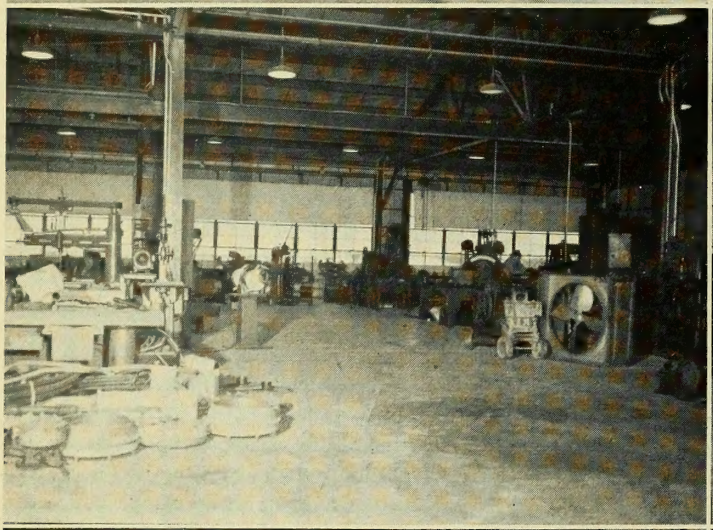
In the carpenter shop, W. A. Tyson and his crew of carpenters make everything from surveyor's stakes and hubs to three-tiered guard trailer and camp cars. They make work benches, parts bins, truck bodies, prison cages for

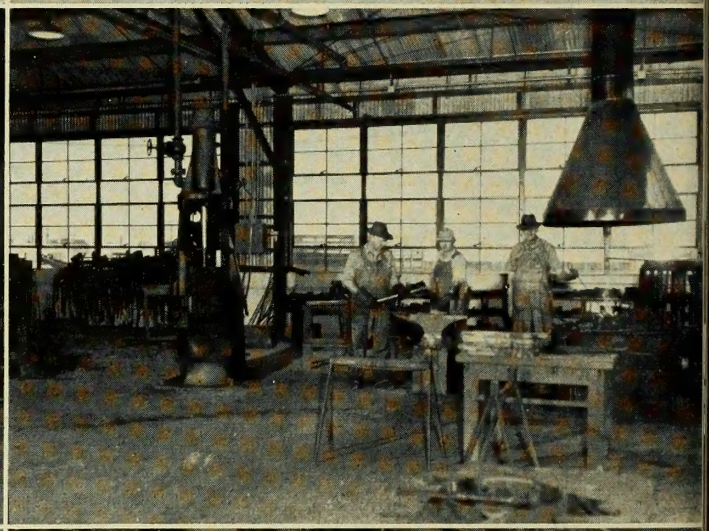
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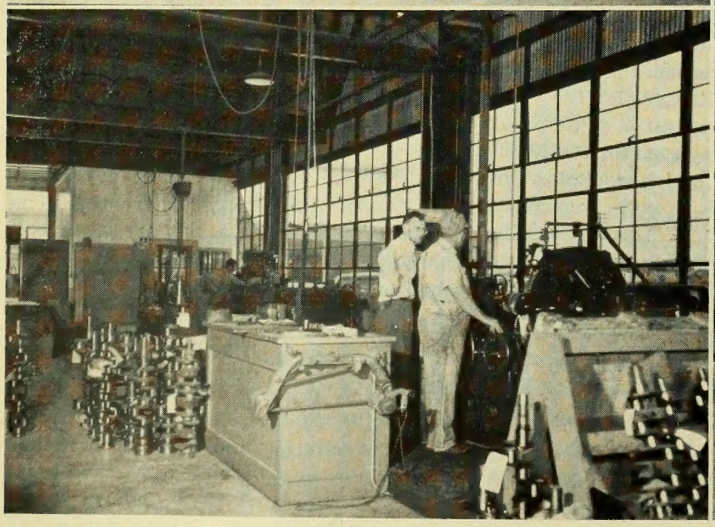
Neat, Roomy Shops at Raleigh Equipment Depot

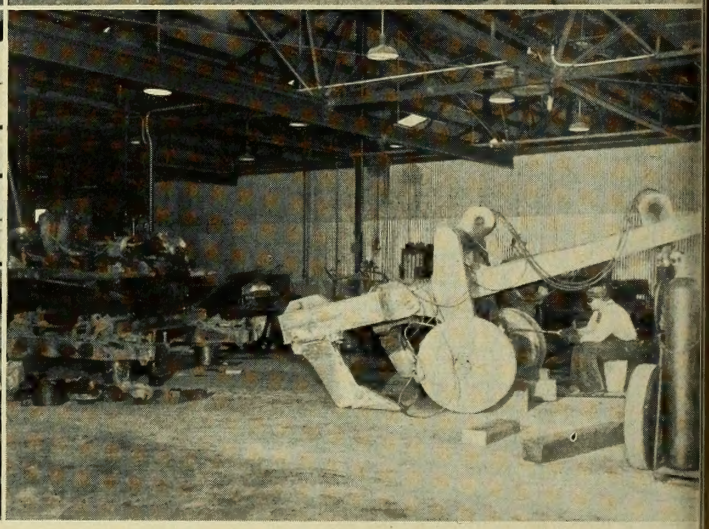










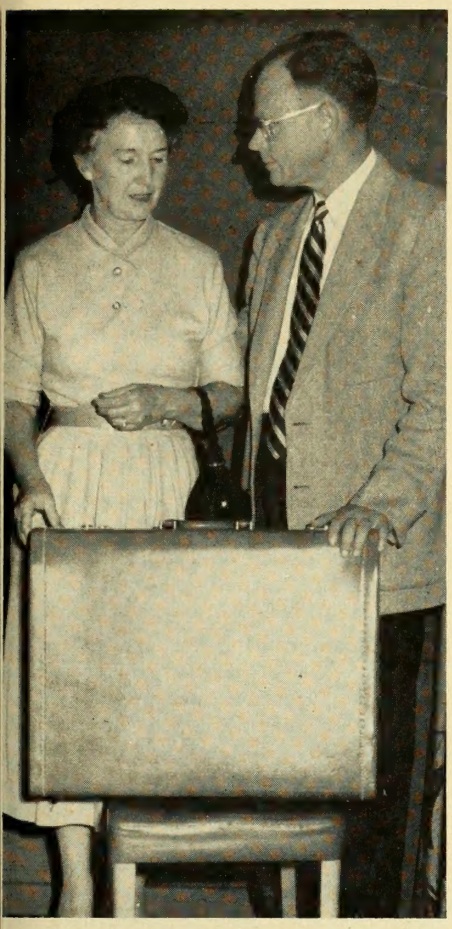


These fine interior shots of the new highway shops were made by Pete Bourke recently. The top left picture shows the magneto room. From left, H. B. Parrish, S. B. Hunt and C. L. Rochelle. The top right picture gives a view of the general repair shop with H. E. Young (at left) and Ernest Hudson.

The center picture at left shows the spaciousness of the general machine shop. The center picture at right was made in the blacksmith shop. From left: G. P. McGee, J. B Ross, and D. E. Matthews.

The bottom picture at left shows W. R. Highsmith grind ing a crankshaft. Foreman H. C. Gillis is at left. In th bottom picture at right Roger Leonard is using an acetylen torch on a rooter. On the left is a dismantled three-quarte cubic yard shovel.

Pete Bourke took the outside shot of the whole Raleigh Equipment Depot setup.



Mr. and Mrs. Council and handsome leather bag presented to Jim by the Association.

Busy Convention Held By Highway Employees

Merle T. Adkins, district engineer at Durham, stepped up to the presidency of the North Carolina State Highway Employees Association at its seventh annual convention in Winston-Salem September 11-13. Adkins had been serving as vice-president.

Fred Biggerstaff, Bessemer City gang foreman, moved up to first vice-president. In the only contested election, J. L. McDonald of Greenville was named second vice-president. He is equipment superintendent for the Second Division.

Adkins succeeded J. H. Councill of Boone, assistant division engineer in the Eighth, under whose administration the Association had its best year of growth and progress. In appreciation, the Association presented a leather traveling bag to Jim.

The convention will meet next year in Raleigh.

Secretary Otis Banks, completing his first year as full-time secretary, was given a rising vote of thanks for the good work he has done for the Asso-

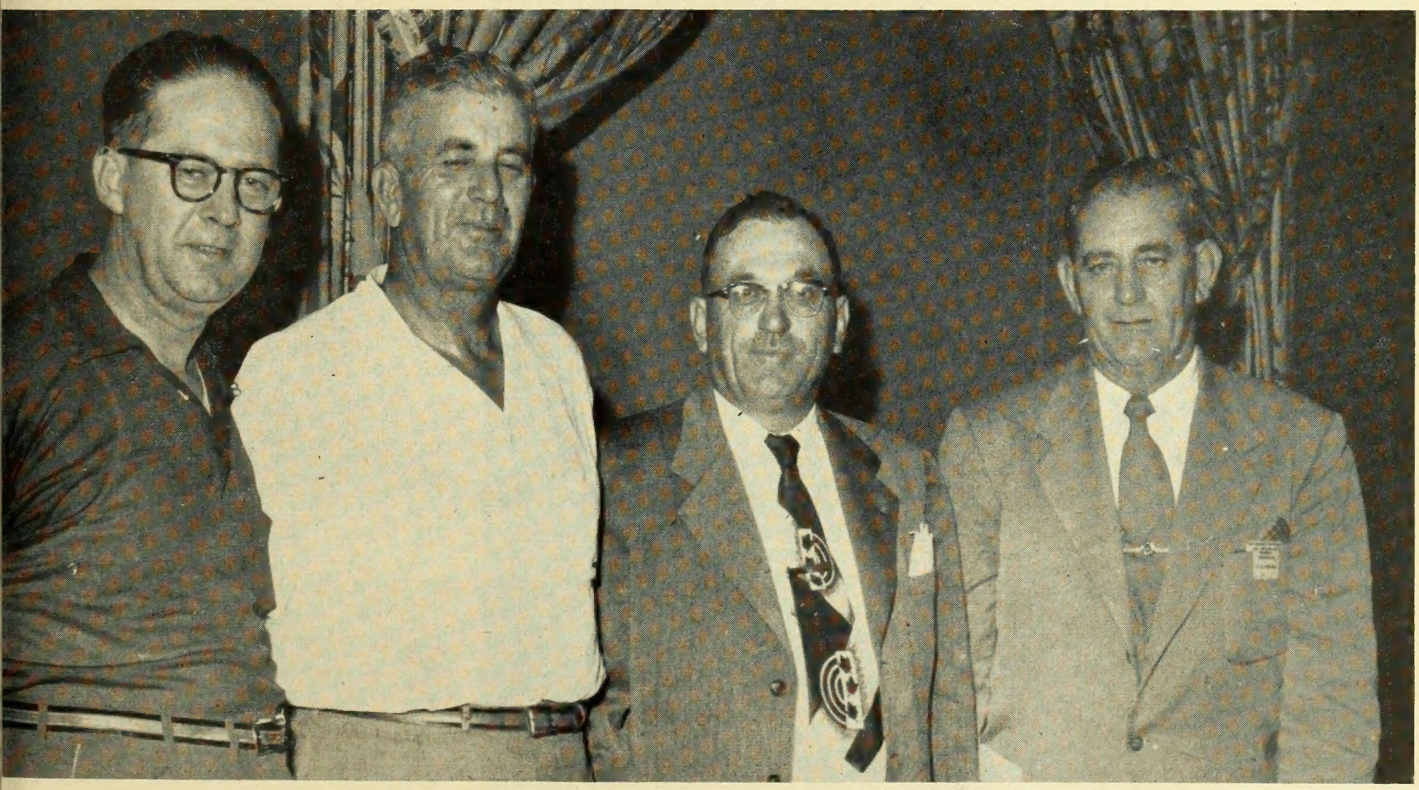
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Banks' Notes

By OTIS BANKS

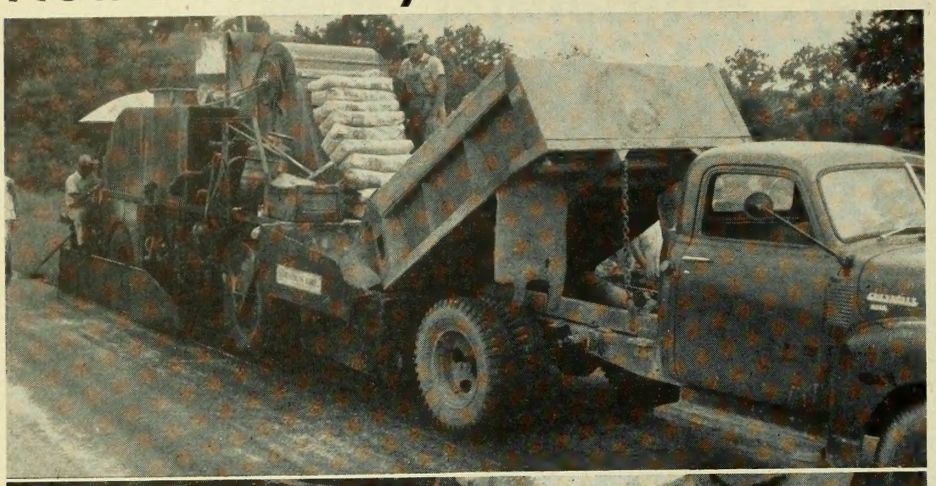
WINSTON-SALEM, large town, home of Camels—wanna walk a mile? "Biggest and best" convention since '47 organization—9,056 members reported, ahead of last year total — 213 registered delegates, plus 35 wives, plus guests and visitors — total 300 — no picnic — ask any delegate — meetings (work) early morn to late P.M. — serious business, no joking—roll call saw 213 delegates "on deck" — President Councill's splendid annual report —Budget report by Dawson—getting into "big time" business—Mayor Kurfee's welcome — Gaither and Doughton, Ole "Fitz" Fitzgerald as general hosts, reservation clerks, handymen—Irving Carlysle's introduction of Governor Scott—Scott's report on past events and challenge to future—Dr. Jordan's fine address to employees on their loyalty well

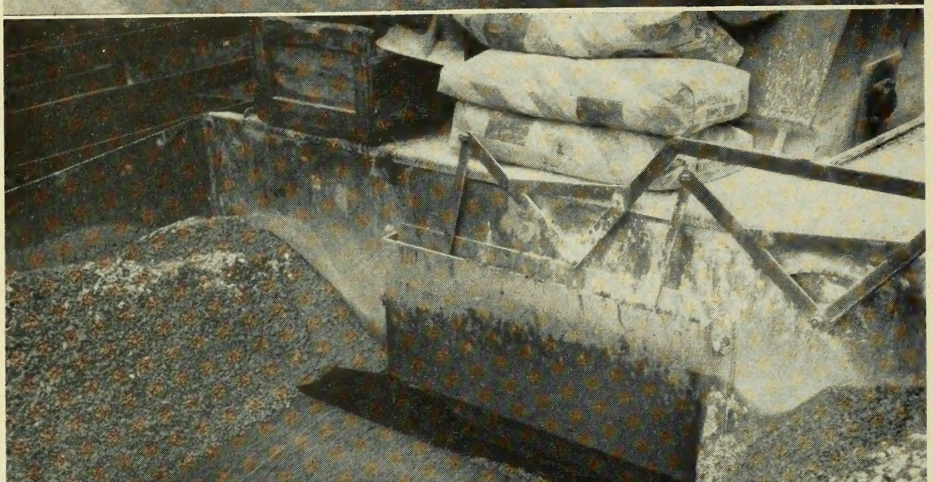
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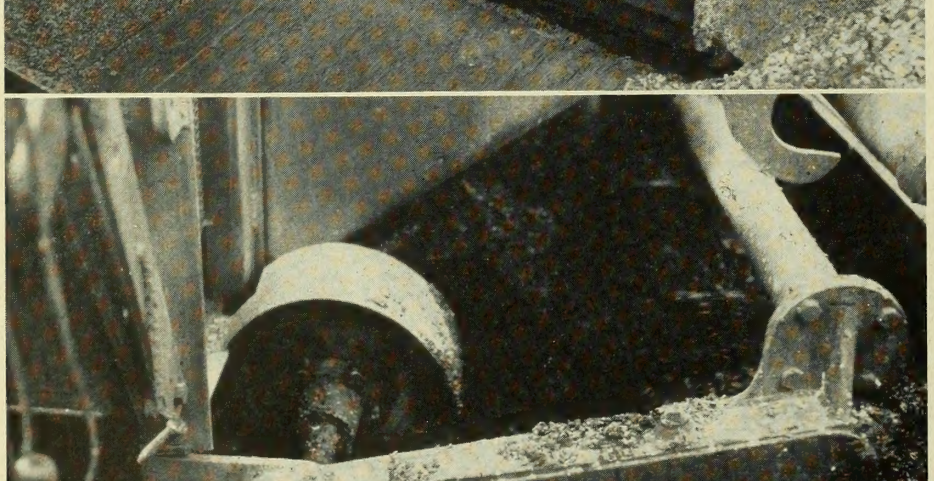


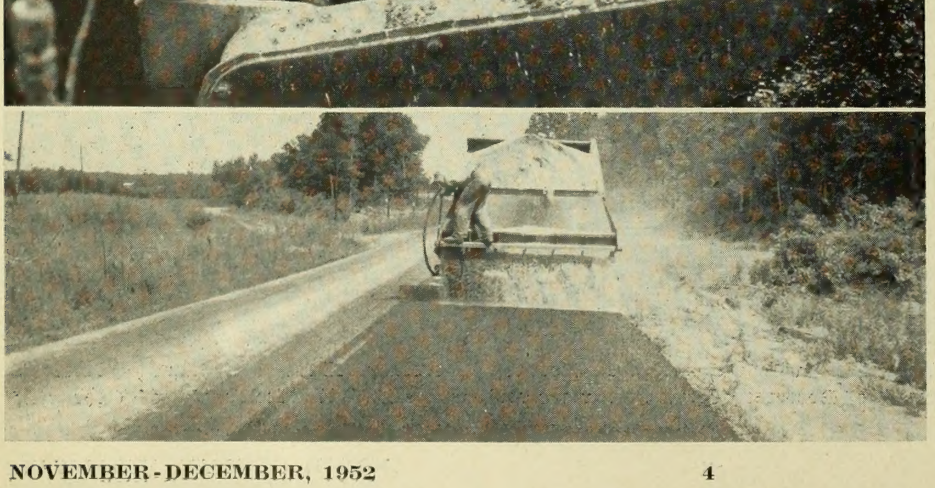
New officers of the Association with Otis Banks, who was reelected Executive Secretary. From left: Banks; Merle T. Adkins of Durham, president; Fred Biggerstaff of Bessemer City, first vice-president; and J. L. McDonald of Greenville, second vice-president.

New Paver Lays Three Miles of Material Per Hour









MAINTENANCE MEN all over the State are eyeing with interest the new Hetherington-Berner paver in the Sixth Division.

Since it's purchase in April, 1952 Maintenance Foreman Roy Hunsucker has put it to good use. This paver is the first one of its type owned by the State. It was snapped in operation in Davidson County. It worked so well, the Sixth ordered a second machine, and at last reports it was at work in Robeson County.

The accompanying pictures graphically tell the story of this new paver. Pete Bourke not only took these fine pictures but gave us the information about the paver.

The Hetherington-Berner Paver (the bituminous surface treatment type) holds one full truck load (5½ tons) of stone. The machine can be adjusted to lay paving from eight to 12 feet wide. It mixes as it paves.

The asphalt material used is RC-3 (ratio of 80 gallons to 5½ tons of stone). When 5.8 per cent of RC-3 is used, five per cent of the asphalt material remains after evaporation. The paver can lay either mat or seal. The material averages 150 pounds per square yard, 1½ inches thick, for a mat; 100 pounds per square yard, one inch thick for a seal. The same per cent of RC-3 is used on mat and seal.

A mineral filler is used only with wet stone. The ratio is 60 pounds of mineral filler to 5½ tons of stone. The purpose of the mineral filler is to make RC-3 stick to the wet aggregate. The mineral filler is not used with dry aggregate.

The paver lays one to three inches in depth (compacted). It takes only 3½ minutes to unload 5½ tons of material (one truck load). On a straight stretch of road, the paver can lay material at an average of three miles per hour. A flat roller follows immediately. Vibrators installed on the rear of dump trucks uniformly spread quarry dust. The straight edge can be lifted after the project has been completed and the paver can then travel about 30 m.p.m. to the next job.

Traffic is resumed immediately after the dust application.

The photos at the left show a truck unloading aggregate into the paver's bin; close-up of the bin; the distribution mechanism of the paver; and a truck equipped with vibrator, spreading dust on the newly-laid surface. Traffic can use the new surfacing immediately after it is rolled and dusted.

Sign Vandals Cost Taxpayers Big Sum

By C. A. UPCHURCH, JR.

Every time a gun-happy marksman cracks down on a State highway sign he drills a hole right through the collective pocket of North Carolina taxpayers.

Other odd-minded vandals ably assist the frustrated sportsman in draining off tax dollars.

These include the fun-loving college student who decorates his room with a sign saying "Soft Shoulders" or "No Passing". Then there is the doodler who gives the world his own peculiar brand of humor by altering words and figures on road signs. In a class by himself is the vandal with more muscle than mind who contents himself with simply bending the sign around its post.

Bolts Often Stolen

Bolts holding the sign to the post are particularly attractive to fishing enthusiasts and farmers. They are galvanized bolts, and they make non-corrosive sinkers for fishing lines. They also fit neatly into plows, harrows and other farming equipment. Often a sign-post comes in handy for bridging a ditch into a roadside field. Of course, snitching the bolts or the post automatically puts the sign out of commission.

In all, sign vandals cost North Carolina taxpayers a cool quarter of a million dollars a year. The $250,000 price tag was put on their destructiveness by Robert A. Burch, traffic engineer for the State Highway and Public Works Commission.

A grimmer cost could result. Mutilation or removal of a road sign could be the direct cause of an accident resulting in property damage, injury or death —or all three.

And the person involved in the accident could be a loved one of the marksman, the doodler, the fisherman or farmer, the school-boy prankster or the sign-bending muscle-man.

Yes, the cost runs mighty high.

North Carolina's road system ranks among the best-marked in the nation. We have over a million signs on the 67,000 miles of roads in our State system, most of them reflectorized for night visibility. Compared with any other state, that's a lot of signs. Illinois, to mention a big, rich state, has 260,000 road signs.

Signs Cost $5,000,000

About 100,000 new signs have gone up on North Carolina highways in each of the past five years. The people of North Carolina have well over $5,000,000 invested in their highway signs, but many of these same people have no respect for their investment and property.

Burch believes that the State has almost reached the saturation point as to the number of signs that could be displayed and still serve their intended useful purpose. Yet there is an ever-increasing demand for new types of signs displaying additional information and new messages to the driver.

Highway officials are constantly on the defense to keep from adding a new type of sign, because when one new type is added it means many hundreds of additional signs in order to achieve uniformity in all the 100 counties.

"It is readily understandable," comments Burch, "that if the kinds of signs continue to increase to the point where the roadside would become a continuous battery of signs, the effectiveness of all signs would be diminished and, to a certain degree, destroyed."

The Signs on North Carolina highways are specially designed and located by trained traffic engineers to afford the utmost in convenience and safety to the motorist. They are planned for only three functions: To inform, to guide and to warn. Everything about North Carolina road signs—their size, shape, color, frequency, wording, etc.—is based on elaborate safety researches. They must compete for the driver's attention with neons, joke signs, pictorial advertising, car radios, back-seat talk and many other distractions.

Since North Carolina is so well-marked with road signs, Burch questions whether any new types of signs would help the motorist more than they would confuse him.

Average Cost About $7.75

At present, $4.75 is considered a fair average price for a new highway sign employing reflectorizing materials. The post will cost about $2, and an extra $1 is figured as the cost of transporting and erecting the sign. That adds to an average of $7.75 for each new reflectorized sign.



Expensive Target

But say the average cost of all North Carolina road signs is $5 each. That accounts for the $5,000,000 investment of tax money. Each year about 100,000 signs are replaced or repaired. Field forces in the far-flung highway department estimate that half of these signs—about 50,000—have to be replaced as the result of vandalism. And at five dollars a sign, that comes to the $250,000 annual loss unnecessarily inflicted on North Carolina taxpayers.

Many of the other 50,000 signs brought in for repair replacement each year are victims generally of age and weather. Some are damaged by highway personnel operating mowers cutting grass on shoulders or road machines pulling ditches. Some are knocked over by farmers hauling machinery down the edge of the road. And occasionally signs are replaced because of manufacturing faults.

The posts suffer most from motor vehicle accidents. A majority of the cars and trucks knocked or run off the highway snap sign-posts.

Worse In Mountains

Vandalism is not confined to any one part of the State, but there are areas where it is more prevalent than in others. In certain sections of the moun-

(Continued on page 21)

All Employees Put on Five-Day Work Week, Subject to Call When Emergencies Arise

THE EAGERLY-AWAITED five-day work week went into effect October 1 for all employees of the State Highway and Public Works Commission, with the definite understanding "that all full-time employees are subject to call for emergencies, or special work, whenever necessary".

Prior to October 1, about 400 employees in the Raleigh headquarters and laboratory enjoyed the five-day week. The order extending the five-day week benefitted over 13,000 employees who had been working five and a half days weekly.

Unanimous Decision

Decision to put the entire department on the five-day week was made Tuesday, September 16, at an informal meeting of the Commission, which agreed unanimously on the new policy. It was made official at the regular meeting of the Commission September 30. Purpose of the informal meeting was to provide a sufficient period of time for necessary changes in work schedules to be set up. Chief Engineer Bill Rogers was instructed to inform department heads and division commissioners and engineers immediately of the new policy so all would be ready to shift to the five-day week by October 1.

Elsewhere on this page is a schedule of working hours for those employees brought under the five-day work week.

Prisoners assigned to highways will not work the roads on Saturdays, unless needed, since maintenance workers will not be on duty except in emergencies. Prisoners on farms in the prison system will continue to work Saturday mornings. Road-gang convicts will do odd jobs around the camps and also will participate in the prison system's rehabilitation program.

Rogers' Letter

Following is Mr. Rogers' memorandum to department heads and division officials:

"The Commission has instructed me to advise you that, effective October 1, 1952, all employees of the Commission will go on a five day work week and the hours to be worked are those set forth in the attached schedule of work hours.

"You will please note that it is specifically understood that in consideration of this action by the Commission and as a consideration for employment that all full-time employees are subject to call for emergencies, or special work, whenever necessary and should always leave information with their immediate supervisor as to where they can be reached if such an emergency arises.

"It is also specifically understood that employees on construction will be expected to continue their work for such hours as are required to properly supervise contract operations and that when and if a contractor is working on Saturday sufficient Inspectors will be detailed on this work during this period.

"You are requested to see that all of your employees are informed of this change in working hours and that the hours specified are meticulously complied with. There has been a general tendency on the part of some of our employees to be late in arriving for work and in leaving work before the actual time for stopping. The hours listed on the attached schedule are to be complied with by all departments without variation from one division to another.

"After you have reviewed this schedule if there are any additional questions which you would like to have clarified, I will be glad to attempt to do so.

"As stated above, these hours become effective October 1, 1952, for each week from Monday morning through Friday afternoon, with the exception of the special conditions referred to above."

Schedule Of Hours

Effective October 1, 1952—Monday through Friday

Maintenance Employees	**7:00 A.M.-6:00 P.M.**	**1 Hr. for Lunch**
Prison Labor	**7:00 A.M.-6:00 P.M.**	**1 Hr. for Lunch**
Equipment Department:		
Field Mechanics	**7:00 A.M.-5:00 P.M.**	**1 Hr. for Lunch**
Raleigh Shop	**7:00 A.M.-4:30 P.M.**	**½ Hr. for Lunch**
Clerical Help (Male) Same as Field Mechanics		
Clerical Help—Division (Female)	**8:00 A.M.-5:00 P.M.**	**1 Hr. for Lunch**
Clerical Help—Raleigh Shop (Female)	**8:00 A.M.-4:30 P.M.**	**½ Hr. for Lunch**
Construction Department— Field	**7:30 A.M.-5:30 P.M.**	**1 Hr. for Lunch**

(Above to adjust hours to conform with contractors' work when on inspections and including Saturdays worked.)

Location Department—Field	**7:30 A.M.-5:30 P.M.**	**1 Hr. for Lunch**
Laboratory—Field	**7:30 A.M.-5:30 P.M.**	**1 Hr. for Lunch**
Bituminous Department—Field	**7:30 A.M.-5:30 P.M.**	**1 Hr. for Lunch**

Night Watchmen, Bridge Tenders, and Ferrymen to be employed for specific job without limitation to hours other than those agreed upon.

All Departments when on duty in Raleigh Office	**8:30 A.M.-5:30 P.M.**	**1 Hr. for Lunch**

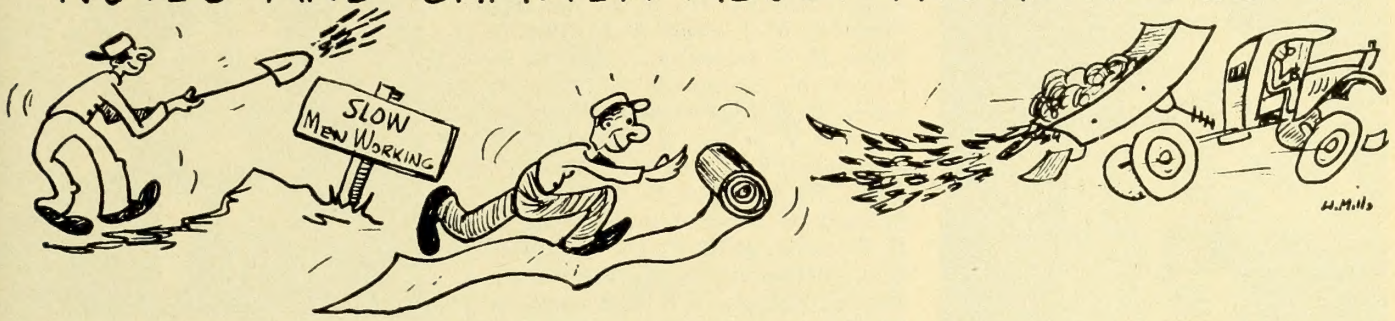
All Departments on field duty to take ½ hour for lunch and stop ½ hour earlier, or ½ hour before sunset between October 1 and April 1.

All full-time employees subject to call for emergency or special work whenever necessary.

Hourly employees to be paid for actual hours worked.

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



DIVISION ONE

SHIRLEY JONES
Division Correspondent

BRAND NEW CITIZENS . . . *Mr. and Mrs. R. M. Baggett* of Ahoskie announce the birth of a daughter . . . *Baggett* is a gang foreman . . . *Mr. and Mrs. R. M. Outland* of Route 2, Ahoskie, announce the birth of a daughter in the Roanoke-Chowan Hospital, Ahoskie, September 6 . . . *Mr. and Mrs. J. H. Wommack* of Ahoskie announce the birth of a son . . . *Wommack* is a truck driver.

SECTION FOREMAN *M. T. Britton* of Powellsville and Gang Foreman *Simon F. Bridgers* of Ahoskie were among the delegates who attended the NCSHEA State Convention in Winston-Salem in September.

THE FIRST HAS several folks out sick . . . Maintenance Supervisor *R. C. Bunch* of District One returned to work but had to return to the Medical College of Virginia, Richmond, the last of September for another operation . . . *H. C. Hofler* is back on the job after being out five weeks with a kidney ailment . . . *Hofler* is one of our oldest foreman at Hertford . . . *J. H. Snowden* of Maple was off the job for two weeks . . . He had an accident while pruning the trees at his home . . . *M. W. Bunch* of Edenton who received a broken wrist while at work on a grader returned to work September 15 . . . *R. N. Pledger*, section foreman, Conway, returned to his home in September after a serious illness in the Roanoke-Chowan Hospital . . . Truck Driver *E. T. Minton* was a patient at McGuire Hospital, Richmond.

CONGRATULATIONS to *J. G. Hardison* of Robersonville who was promoted from truck driver to gang sub-foreman.

IVADEAN WILSON, daughter of *John F. Wilson*, ferry superintendent at Manteo, returned to her schooling at Catawba College in Salisbury.

WELCOME TO the following new engineering aides in Construction: *J. M. Long, Haywood E. Flanagan* and *Douglas M. Clarke.*

FERRY SUPERINTENDENT *J. F. Wilson* of Manteo took a 10-day vacation through the western part of the State.

OUR SYMPATHY to the family of *Charlie Jennings* who died September 17 in the Albemarle Hospital . . . *Jennings* received a broken hip earlier . . . He had been a field mechanic in the Equipment Department.

DIVISION TWO

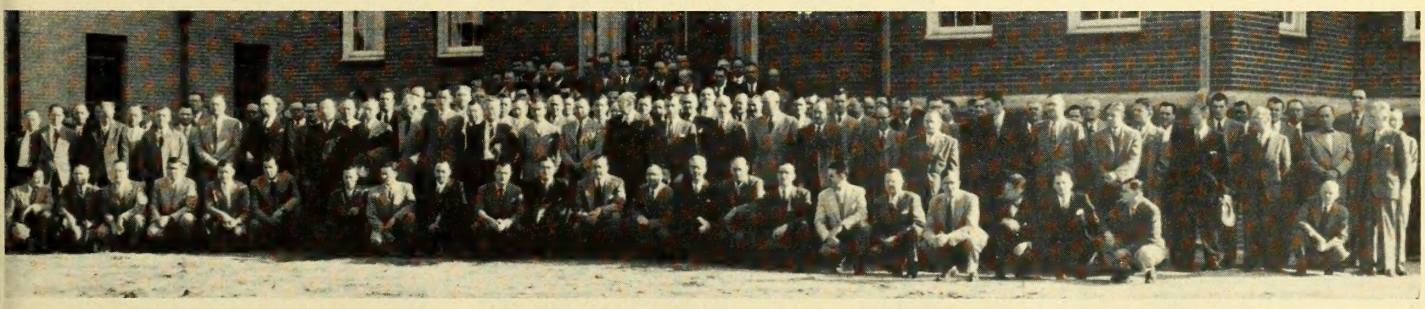
JASPER L. PHILLIPS
Division Correspondent

WE'VE HEARD favorable comment about the new five-day week, but this is the first poetic expression:

"We'll be on the job and we'll work very Hard
From Monday through Friday 'til late Afternoon,
But on Saturday morn when the alarm Goes off
We'll laugh at its ring and not get up So soon."

THE FOLKS in the Equipment Department say, "Our thanks to everyone, every-

J. L. McDonald Heads Large Sunday School Class



THE CARSON MEMORIAL BIBLE CLASS OF Jarvis Memorial Methodist Church of Greenville lined up recently one Sunday morning . . . Out of 190 members, 172 were present for the picture . . . There are 14 State Highway employees who are members of this fine class . . . Who's their president? . . . Our own division equipment superintendent—J. L. McDonald, who is the newly-elected second vice-president of the NCSHEA.

Entertainer



The Pitt County chapter of NCSHEA was royally entertained at their October meeting by talented Mrs. Leota Tyson. She not only played two different types of accordians but led the group (150 strong) in singing. She was full of humorous recitations, skits and jokes. Barbecue was served. President Adkins, vice-president Biggerstaff, and Otis Banks were special guests. Vice-president McDonald assisted in the hospitality.

where, forevermore, who aided and abetted in giving us our five day week!"

THE EMPLOYEES of the Second were much gratified that one of their members —Division Mechanic *J. L. McDonald*— was elected the second vice-president of NCSHEA at the recent State Convention . . . *McDonald* has rendered long and faithful service in his local chapter since the beginning of the Association . . . He served for many years as secretary-treasurer of his local group . . . His recognition is a well-deserved honor.

WE ARE sorry to report the death of *Marion Bryan Koonce*, Highway Inspector III, September 22 . . . *Koonce*, son of the late Marion Green and Carrie Blount Koonce, was born 60 years ago in Lenoir County . . . He was a member of the Andrew Jackson Lodge, 120, AF and AM, of Alexandria, Virginia and the Sudan Shrine.

OUR SYMPATHY to District Engineer *J. J. Gilbert* of Washington in the recent death of his sister, Clara Lucille Gilbert of Raleigh . . . To *Cleatus Carawan* of Washington in the death of his brother, Murray . . . And to the family of *Otis C. Gibbs*, a former employee of Bath, who was killed in an automobile accident July 12, the day before he was to be married.

CONGRATULATIONS to the following men who received automatic and merit increments in July: *A. C. Ambrose, C. B. Austin, W. T. Beasley, C. T. Bell, G. M. Blake, N. S. Bodwell, W. H. Brantley, C. M. Carawan, L. T. Carter, G. W. Cartwright, R. B. Chauncey, Charney Clark, J. M. Congleton, Jr., W. E. Cox, W. H. Craddock, W. A. Fisher, B. L. Gibbs, G. A. Gibbs, H. E. Harris, S. N. Harris, M. C. Hassell. W. L. Jones, J. A. Lewis, R. E. Lewis, P. D. Lupton, R. H. Mann, E. L. Moore, R. J. Morgan, M. L. McKeel, W. T. Norman, C. B. O'Neal, W. C. Peed, B. H. Phelps, G. E. Phelps, H. S. Phelps, J. D. Selby, W. H. Silverthorne, F. L. Simmons, L. E. Smith, F. E. Stilley, T. B. Bykes, J. A. Tetterton, Marvin Warren, J. A. Waters, G. R. White, E. G. Wollard, D. M. Bridman, J. J. Gilbert, C. A. Jones, L. D. Phelps*, and *Peggy Joyce C. Walker.*

SPEEDY RECOVERY to *Clarence Daw, Jr.*, Pantego, who had a recent two-week illness . . . To Mrs. Racheal Phelps. wife of *A. A. Phelps*, Creswell, who underwent a minor operation at Columbia Hospital . . . To Mrs. Martha Jane Phelps, wife of *C. J. Phelps* of Creswell, who was hospitalized briefly for bruised ribs . . . To little Sheila Ambrose, six months old daughter of *A. C. Ambrose* of Creswell, who was in the hospital with influenza . . . To *L. M. Comstock's* family of Creswell (three of the Comstocks—one year-old Starlyn, two year-old Robert and Mrs. Comstock—were all in the hospital at the same time). . . To Mrs. Dell Sawyer, wife of *R. L. Sawyer*, who recently spent a month in the hospital . . . To Taleda Phelps, eight-year old daughter of *L. A. Phelps*, Creswell, who had her tonsils removed . . . To Mrs. F. L. Simmons of Creswell who underwent a minor operation at Columbia Hospital . . . To Elaine Lupton, nine year old daughter of *P. D. Lupton*, Washington, who fractured her arm at the start of the vacation season . . . To *H. B. Roughton*, Columbia, who was hospitalized with a sinus infection . . . To *R. E. Sexton's* wife, Wilma Ileen, who was in the hospital recently . . . To Mrs. Maybell Craddock, wife of *W. H. Craddock*, Creswell, who was hospitalized at Chowan Hospital, Edenton, for a week . . . To *Mrs. J. J. Gilbert* who underwent an operation right after her return from a beach vacation . . . To J. F. Ambrose, son of *H. L. Ambrose*, who was hospitalized with acute tonsillitis . . . To Lizzie Paul Waters, four-year old daughter of *E. W. Waters*, who was hospitalized at McPherson Hospital, Durham, with mastoiditis . . . To *T. B. Sykes* who was out sick for almost two months . . . To *R. G. Roebuck* who was also ill for six weeks . . . And to three Greene County men: *J. L. Cox. Dawson Ginn*, and *J. R. Gray*,

Retires



In June, 1952, Wesley Ray Cross of Kinston retired as a mechanic foreman after 39 years of faithful service with the Commission.

Cross was born May 9, 1899, in Chatham County. He was educated in the public schools of that county from 1906 to 1916.

In April, 1921, he started as a mechanic with the Commission at the highway garage in Raleigh. For several months in 1926, he was safety inspector for public utility busses under R. O. Self.

"In June, 1935, I was loaned to the State Highway Patrol and worked 34 eastern Carolina counties as a trouble shooter. I did spot repair work on motorcycles. In 1938, I was returned to the garage in Raleigh. In 1939, I went to Kinston as district mechanic. I remained here until my retirement this year."

His wife's name is Eva Mae. They are Methodists. They have one son, W. R. Cross. They live at 904 Westover Avenue, Kinston.

His outside interests are deer hunting and fishing. For the last seven years Cross has been an active member of the Lions Club.

THREE MEN RESIGNED recently . . . *Jesse Hardy* left the division Road Oil office for a better job . . . He was succeeded by *Lloyd Wilson* . . . *J. C. Barton, Jr.* dragline operator, resigned and was replaced by *Mayhew Smith*, a former machine operator . . . *J. A. Tetterton* machine operator, resigned also.

MR. AND MRS. G. S. PHELPS, Creswell, announce the birth of a child in July.

THE E. D. CREDLE'S and the *Carl Abee's, Jr.*, recently toured points of interest in Virginia enroute to Williamsburg to see THE COMMON GLORY.

MR. AND MRS. L. B. COX took an

W. Guy Hargett Bridge Dedicated



August 15 was a big day in the Hargett family. Appreciative citizens of Kinston and Lenoir County dedicated a new bridge in honor of W. Guy Hargett of Richlands, Second Highway Division Commissioner.

From left to right are the two Hargett children, Bryan and Bettie; Mrs. Harett; and the Commissioner. Division Engineer R. Markham and State Highway Engineer Bill Rogers are in the background.

The new bridge spans the Neuse River on King Street in Kinston. Construction was started in January, 1951, and completed the following December. The structure is 405 feet long, with a 28-foot roadway and a five-foot sidewalk. The contract price was $82,536. The contractor was Bowers Construction Company of Raleigh.

The dedication program was opened with a concert by the Second Marine Division Band under the direction of Warrant Officer Richard A. Slattery of Camp Lejeune.

Attorney Jesse Jones of Kinston presided. Greetings were extended by Mayor Guy Elliott for Kinston; County Attorney Thomas J. White, for Lenoir County; and President Thomas F. Hewitt for the Kinston Chamber of Commerce. Dr. Jordan presented Mr. Hargett.

Local governing bodies approved the designation of the bridge as the W. Guy Hargett Bridge. Such designations are not made by the Highway Commission.

extended motor trip through the New England States not long ago . . . They saw moccasins in the making and the processing job in a Rockland, Maine cannery . . . They won't soon forget their meal of lobsters on the rock . . . On the way back they came down the Skyline Drive in Virginia . . . Great trip!

MR. AND MRS. L. F. WATERS celebrated their 31st wedding anniversary on September 1 . . . Says Sunshine, "I've been with Ma 31 years and with the State nearly 30."

GREENE COUNTY held its monthly safety meeting September 20, at Maury . . . The barbecue dinner prepared by *J. L. Johnson, H. R. Wilson* and *Walter Jarvis* was very much enjoyed by all . . . The barbecue added materially to the enthusiasm of the occasion.

GANG FOREMAN *J. L. Overton*, Aurora, took a nice trip to Canada on his vacation . . . Since he didn't do the driving, his main pleasure was just relaxing and enjoying the scenery.

JAMES LANGLEY, camp steward of the Beaufort camp has transferred to the Greene County camp to replace Superintendent *J. H. Austin* who has been out on sick leave since July 1 . . . *Austin* will retire December 1 after 21 years with the Prison Department . . . He's living at his old home place at Campbell Creek, Beaufort County.

SUPERINTENDENT W. R. JOHNSON of the Onslow Camp, Jacksonville, has returned to work after being out sick for six weeks.

STEWARD HARVEY WILLIAMS of the Carteret Camp transferred as superintendent to the Martin County Camp September 1.

DIVISION THREE

SAM M. WILSON
Division Correspondent

THE THIRD contributes a verse this time:

"The highway user is the most important
Person we know.
He is depending on us,
And we are dependent on him for our
Very existence.
We are not doing him a favor by serving
Him.
He is doing us a favor by giving us the
Opportunity to be of service.
He is not an outsider to our work.
He is the mainstay of it.
He is not a cold statistic.
He is flesh and blood with feelings and
Emotions like our own.
He, like ourselves, has judgment and
Prejudices to be respected.
He is not someone to argue or match
Wits with,
But someone to be courteously and
Dependably served."

DIVISION FOUR

WADE H. PRIDGEN
Division Correspondent

SOME OF THE FOLKS have been out sick . . . *W. N. Leonard* was injured on the job . . . This is our freak accident for the year . . . *Leonard*, a temporary Road Oil truck driver, was backed into by another of our Road Oil trucks . . . *Wade Brooks* and J. A. King, Jr., were hurt on the job . . . *Brooks*, Construction, and King, Dickerson Contractors, were in a highway car which was hit on the right side when a water wagon made a left turn across the road . . . Resident Engineer *Frank Martin* stuck a nail in his foot and has been off the job . . . Road Oil Employee *V. H. Sellars* is back after an appendectomy at the Smithfield Hospital.

OUR DEEPEST SYMPATHY to *Fred Hettinger* in the death of his father . . . *Fred* works with the Construction Department . . . And to *George Sakas* in the loss of his father . . . *George* is with Location.

SARAH DILLON and Acting Division Engineer *Earl A. Crump* were married in October . . . Our hearty congratulations and best wishes to the happy couple!

GEORGE BEAMON and *Donald Stehley*, both formerly employed by the Commis-

Maintenance Men Of The Third Donate Blood For Combat Troops



NEARLY 50 EMPLOYEES of the Maintenance Department at Fayetteville in the Third Division pose with the bottles of blood they donated for shipment to our combat troops overseas . . . Left to right, front row, are: V. R. Wells, Jesse Sessoms, David Propst, C. H. Helms, Homer Davis, R. L. Johnson, F. C. Hall, J. H. Autry, Clarence Royal and Lattie Horne . . . Second row —Tom Averitte, Herman Horne, E. B. Lee, Hubert Hales, H. C. Daniels, Murphy Wrench, H. K. Autry, J. O. Jackson, Ebbie Smith, J. E. Jackson, and J. E. Hales . . . Third row—B. C. Sessoms, D. V. Johnson, R. L. Blake, Wesley Hall, Albert Horne, and Roy E. Johnson . . . The Red Cross Bloodmobile processed this hearty bunch of donors . . . Photo by Bill Belche.

sion, are back with us after a brief whack at other jobs . . . It's good to have you back, fellows!

CONGRATULATIONS TO *Hermon Moss* on his marriage to Jean Richardson September 6 . . . *Moss* is a District Three maintenance employee.

MR. AND MRS. J. A. CLEMMONS are happy since the birth of their new baby boy . . . *Clemmons* is with the Road Oil Department.

THE DIVISION EQUIPMENT Shop was broken into and the safe was robbed of $1,000 in August . . . The odd thing about the job was that one of our own blow torches was used to crack the safe . . . The mystery was satisfactorily solved when prisoner Lewis Tann confessed.

THE FOURTH was well-represented at the recent NCSHEA Convention in Winston-Salem . . . These people attended: *Dave Hancock, Buddy Smith, Sarah Dillon, Earl Crump, Vernice Benton, D. B. McMichael, Bob Dawson, F. M. Edgerton, T. R. Koonce, Ivan Hardesty, Hoyt Nichols, J. D. Meadows, E. D. Herring, James Massingill, O. L. Bowling, Clayton Howell, J. B. Harris, C. L. Little, Freddie Poe, K. L. Brantley, F. R. Hunter, Hersel Smith* and *R. W. Hawkins.*

TEMPORARY Road Oil Truck Driver *Bobby K. Tedder* has left the Commission to become a highway patrolman.

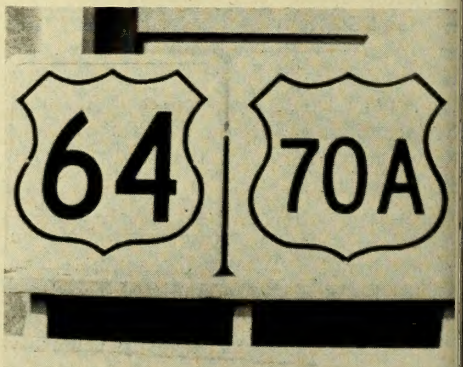
GEORGE SAKAS has had a two weeks vacation in Florida . . . *Sakas* is employed in Location.

FRANKLIN COUNTY employees had a chicken-barbecue supper September 17, at the county prison camp . . . *Paul Hocutt* ably presided over the meeting . . . *Otis Banks, Earl Crump* and *Ivan Hardesty* gave brief talks.

WORKMEN COMPENSATION CLAIMS were made by District One Tractor Operator *Bobby L. Brantley,* Laborer *Andrew Hart,* Construction Laborer *Wilborn M. Herring,* Engineering Aide *John Garland Mills, III,* Maintenance Supervisor *J. P. Brown,* District Two Motor Operator *Otis F. Myers,* Motor Operator *Milford L. Bass,* Highway Inspector II *Wade Brooks, Jr.,* District One Patch Foreman *W. N. Holland,* Motor Operator *W. H. Ellen,* Rodman *Bill Briley,* District Three Truck Driver *S. T. Holmes, Jr.,* temporary Truck Driver *N. K. Ray,* and Road Oil Employee *R. H. Denton.*

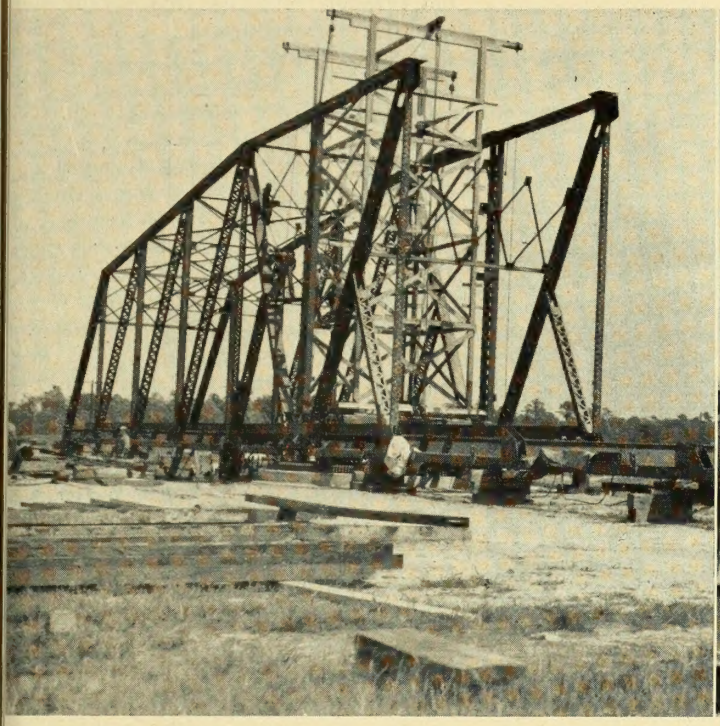
CONNECTICUT GENERAL CLAIMS were placed by Highway Inspector IV *J. F. Martin;* Road Oil Employee *V. H. Sellars;* Patch Foreman *S. B. Caviness's* wife, Mae; Section Foreman *C. N. Woodard's* daughter, Martha; Sign Painter *J. J. Matthews'* daughter, Betty Joe; Gang Foreman *J. B. Harris;* Motor Operator *Chester C. Pulley's* wife; Section Foreman *R. C. Taylor's* daughter, Tonia Gray; Truck Driver *Jimmie Lee Cook;* Shovel Operator *C. D. Tant's* son, Garry Dennis; Gang Foreman *Davis Medlin's* wife, Lavee; Motor Operator *John Hollingsworth's* wife, Annette; Section Foreman *Samuel Woodard Sykes;* Gang Foreman *M. D. Wallace's* wife, Monella; Motor Operator *Elmer Wallace;* Motor Operator *John W. Watkins'* wife; Highway Engineer IV *J. F. Martin;* and Division Engineer *T. J. McKim.*

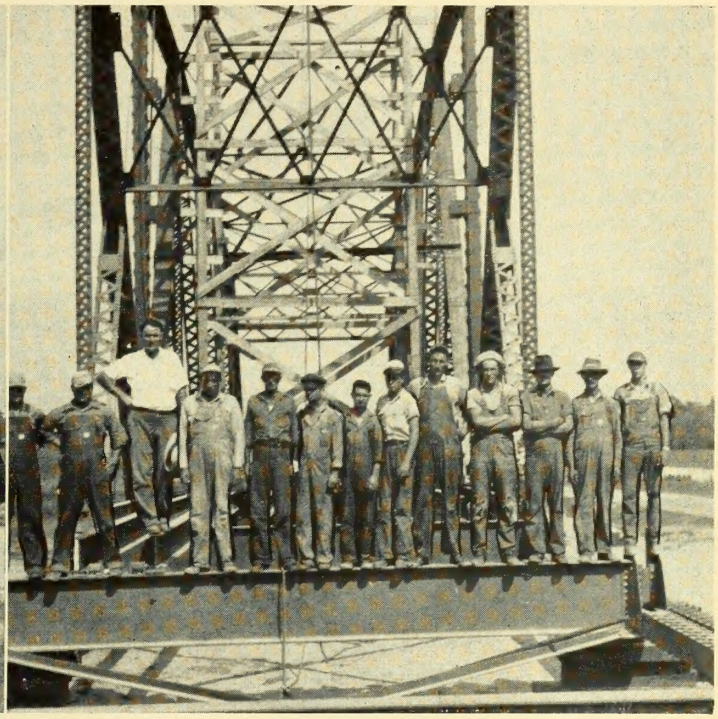
New Sign



The Sign Shop in the Fourth is proud of two newly-painted signs for US 64 and 70-A.

Bridge Across Inland Waterway At Holden's Beach





HERE'S A PICTURE of the bridge to be erected across the Inland Waterway at Holden's Beach. . . That's Bridge Maintenance Foreman Don Taylor and his hardworking crew on the right . . . This bridge will replace the ferry . . . Right now the bridge is being re-painted and cleaned up in the Whiteville maintenance yard . . . The bridge used to be at Williamston . . . As soon as the foundations are complete, the bridge will be moved to a permanent site.

DIVISION FIVE

J. W. JENKINS
Division Correspondent

STENOGRAPHER *Helen H. Pringle* and her small daughter, Penny Sue, were attendants in the wedding of *Mrs. Pringle's* sister, Sergeant Dorothy Evelyn Hylton . . . Penny Sue was flower girl, *Mrs. Pringle* was matron of honor . . . The wedding took place September 20, in Stuart, Virginia . . . Sergeant Hylton was formerly a flight attendant in the WAF and stationed at Westover, Mass. . . . She was married to Captain William Laughlin, USAF, of Brooklyn, now stationed in Germany.

HIGHWAY ENGINEER *Tom C. Grogan* and his wife, Betty, spent a week at White Lake skiing (water, that is) and fishing . . . Caswell County employee *S. H. Lunsford* spent a few days at Virginia Beach . . . *J. W. Simmons* and his family spent a week in Florida . . . *Charlie Powell* and *Calvin Stowe* took their wives to the mountains over Labor Day.

ALAMANCE COUNTY Road Maintenance Supervisor *J. B. Taylor* and his family recently went fishing on the coast . . . District Engineer *L. H. Gunter* vacationed in Philadelphia . . . Gang Foreman *Dan Blalock* and Mechanic Foreman *I. O. Cooke* have been to the coast fishing . . . Caswell County Gang Foreman *J. W. Hooper* and his family recently spent several days at Crescent Beach, South Carolina . . . *W. B. Witty*, Caswell County, and his family spent a week in western North Carolina . . . *E. M. Rowland* took his family to Myrtle Beach for a week.

J. W. BARTS, Caswell County, attended the auto races at Darlington, South Carolina, over Labor Day.

UNCLE SAM called *Charlie J. Powell* to duty October 6.

R. V. NELSON, motor grader operator, moved into his new home on NC 86 in Yanceyville recently.

CONGRATULATIONS to the proud parents! . . . *Mr. and Mrs. James A. Riley* of Orange County announce the birth of a son, James Allen Riley, Jr., September 2 . . . Motor Operator and *Mrs. Douglas L. Brown* have a new son, Charles Douglas Brown, who was born August 29 and weighed six pounds, seven ounces . . . *Mr. and Mrs. H. W. Riggs* have a bouncing baby girl, Joyce Ann, who was born September 6, and weighed six pounds, eight ounces . . . *Mr. and Mrs. G. C. Denny* have a new girl, Catherine Ann, who was born August 15 and weighed seven and a half pounds.

THE FIFTH was ably represented by *E. G. Bush* and *J. A. Wrenn* of Caswell County, and *W. P. Allen* and *S. A. Anderson* of Alamance County at the NCSHEA's recent convention.

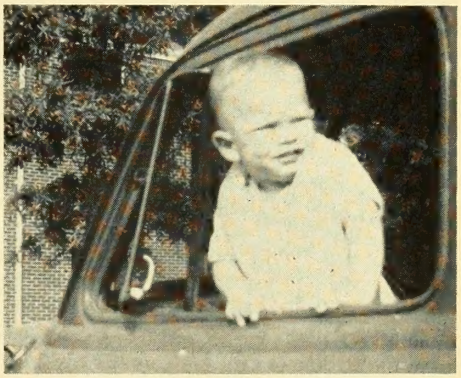
ORANGE COUNTY Maintenance employees were royally entertained at a barbecue September 20 . . . The delicious food was savored by all.

JOHN LEE McPHERSON has been transferred to the division office to replace Office Engineer *R. H. Martindale.*

WELCOME to new Construction employee, *Willard Perry.*

THOSE ENJOYING recent vacations in

Pat Hancock



THIS INQUISITIVE YOUNG MAN is Pat Hancock, son of Mr. and Mrs. D. H. Hancock . . . His dad, Dave, works with the Location Department in the Fourth Division . . . Pat is only 15 months old and he's already getting around on his hands and feet (not his knees).

Jacobs's Ducks



Superintendent Floyd Jacobs of the Craven County Camp near New Bern is justly proud of the flock of ducks at his camp.

It all started back in 1948 when he set a dozen eggs under a hen. Today there are a thousand ducks at the camp.

The ducks use an old sand pit as their pond. Sunset each evening they form a single line and walk to the chicken yard. The eight wild ducks lead the way by flying. Each morning, bright and early, they return to the pond.

Jacobs reports the duck eggs were hatched in incubators at the camp last spring. The ducks laid an average of two bushels of eggs each day. Eggs were fed to the employees and prisoners. Jacobs now feeds prisoners on baked and roast duck. The ducks multiplied so rapidly that the extras were transferred to other camps in the division.

the Construction Department, and their destinations, are: Resident Engineer *T. C. Morton*, White Lake; *Jack Troutman*, Myrtle Beach; *W. P. Allen*, mountains; *R. V. Parrott*, fishing on coast; and *J. T. Bullard*, beach.

CASWELL COUNTY employees had a big barbecue September 27 . . . Special guests were their families . . . Second District Supervisory personnel were also invited guests.

BRIDGE CONTRACTOR Ed Smith feted the Construction Department recently at a chicken fry . . . The Place? . . . Liberty Airport . . . Our thanks to Mr. Smith.

GOOD-BY AND GOOD LUCK to Highway Engineer *M. B. Madden, Jr.*, who resigned to manage a drive-in theatre in Richmond, Virginia.

D. T. HUFFMAN has moved into his nice new home.

WE ARE GLAD to see *J. B. Austin* and *J. C. Smith* back at work in Orange County after being out sick.

DIVISION ENGINEER *Thomas A. Burton* is slowly recovering from a virus infection.

SCOTT HUNTER is back on the job after being sick.

DIVISION SIX

EDWARD C. DARDEN
CHARLES R. SMITH

THE SIXTH would like to go on record as thanking chairman *H. W. Jordan* and all the Commissioners for giving them the five-day work week . . . They are confident they will continue to give the State and the people in their division as much work in a week after October 1 as they did before . . . In case of emergencies, they will be glad to be on the job—Saturdays and Sundays included.

COMMISSIONER *George S. Coble* and Division Engineer *T. G. Poindexter* held the regular monthly meeting in the Courthouse in Lillington . . . About 200 people attended and requested various types of road improvements.

INSPECTOR *Horace Ferrell* was inspecting the removal of the old steel span at Back Creek when the craen struck the old steel truss and lowered the entire bridge into the creek . . . John Brinkley's personnel plus Inspector *Ferrell* were thrown into the creek . . . *Ferrell's* arm was broken and several of the other men were injured.

TWO MEN in the Sixth have resigned recently . . . *N. S. Davis*, sign painter in the division shop, left the Commission after 14 years of service . . . Shop Clerk *Claude Marley* of the division shop left in August.

OUR DEEPEST SYMPATHY to the family of *Annie Belle Smith* who died September 12 in Highsmith Hospital . . . Before her marriage, *Mrs. Smith* worked in the division office at Fayetteville . . . When the Asheboro office was set up in 1937, she came to Asheboro as *L. E. Whitfield's* secretary and resigned in 1938 . . . She was the wife of *Ernest Smith* of Fayetteville and the sister of *Mrs. Floy Burkhead*, stenographic clerk in the district three office in Asheboro.

BEST WISHES TO the happy parents . . . *Mr. and Mrs. Charles S. Bristow, Jr.* announce the birth of a son, Sutton, September 19 . . . *The Bristows* are now living in Sanford where he's with Location . . . *Mr. and Mrs. Atlas Green* of Seagrove are all smiles since the birth of a daughter, Peggy Joyce, August 18 . . . *Green* is a Randolph County truck driver . . . *Mr. and Mrs. E. C. Key* of Central Falls are pleased since the birth of their son, Garrin Van, September 4 . . . *Key* is a motor grader operator in Randolph County.

THE DISTRICT SHOP in Sanford has two new mechanics, *R. W. Craig, Jr.* and *E. W. McElhaney* . . . Both are from Sanford.

L. C. COVINGTON, steward of the Asheboro Prison Camp, returned to work October 1, after being on the sick list for two months . . . Mendal Davis replaced him while he was out.

Fourth Division Office Beauties



THREE OF THE CHARMING young ladies in the Fourth Division Office at Wilson pause for their picture . . . From left to right, are Audrey Lamm, Mary Burgess and Sarah Dillon.

Golden Wedding



September 4, 1952, William Wood White and Effie Delia White of Henderson celebrated their Golden Wedding Anniversary with a lovely open house. All the living children of the couple were present—three sons, Ralph H. White of Henderson, Edwin White of Hendersonville, District Engineer William W. White of Greensboro and one daughter, Mrs. Alice Feree of Henderson. A fourth son, Alpheus Wood White, was killed in action on the China-Burma-India front in World War II. He's buried in Henderson.

The Whites have 14 grandchildren and two great-grandchildren. Not all these folks could be present, but many were, plus numerous friends of the couple. There was a cake-cutting and the White's displayed 33 pieces of the original wedding gifts, with original cards.

DIVISION SEVEN

CHARLES R. SMITH
Division Correspondent

THE BEST WISHES of their many friends go to *W. H. Winfield* and *H. A. Harwood* who retired this fall after many years of faithful service with the Maintenance Department . . . *Winfield* gave 30 years of service, *Harwood* gave 13.

STANLY COUNTY employees enjoyed a delicious barbecue supper at the Armory in Albemarle, October 3.

GRADY HOLT, long with the Equipment Department, moved from his home on US 52, south of Albemarle to Norwood in September . . . Now his children live near their school.

CITIZENS who have summer homes at Panther Point (Rowan County's little summer resort) gave a barbecue for the highway employees and friends September 19 . . . Among the guests were: Chairman *Jordan*, Commissioners *Otis Poole* and *George Coble*, Division Engineer *M. E. Beatty*, and *C. R. Smith* and *E. M. Finison* of Stanly County . . . Rowan County was represented by *L. A. Cooke, M. C. Bolick, R. B. Smith, E. J. Lewis, Jr., W. T. Kincaid, D. C. Shepherd, H. R. Basinger, Paul Daniel, J. L. Agner, W. C. Kesler. Leroy Troutman, H. C. Kesler*, and *A. H. Overcash* . . . J. H. Blackwelder of the County Commissioners and L. F. Cox of the Salisbury City Council were also present.

TO THE NEWLY-WEDS, we say, "Congratulations!" . . . *K. C. Agner* was married to Miss Joyce Boyd of Salisbury in York, South Carolina, September 20 . . . *Agner*, truck driver with the asphalt patch crew, has been with the Maintenance Department over two years . . . *Allen Irvin* of the Maintenance Department and Miss Janie Tilson were married September 19, at Huntersville . . . *Carson H. Lathan* of Rockingham was married to Miss Cornelia Gibson August 16 . . . Miss Caroly Faye Sanford, daughter of Reverand and Mrs. J. W. Sanford, became the bride of *Carl Richard Chavis*, son of Mr. and Mrs. H. C. Chavis, August 23 . . . They are making their home in Rockingham . . . *Chavis* has been with the Commission almost two years.

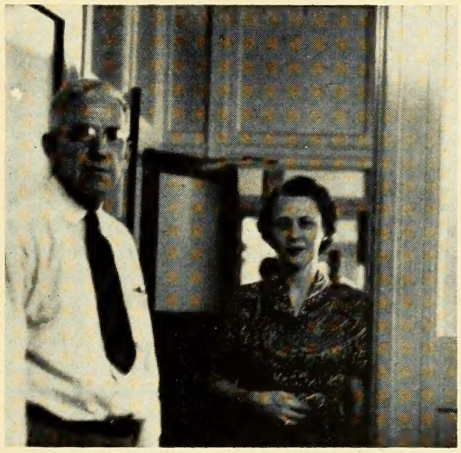
VACATIONS . . . *Bill Murray*, Right-of-way engineer, is back from a vacation in the northeastern part of the State and Virginia . . . He stocked up on that *good* Virginy ham . . . *S. J. Smitherman*, right-of-way, took his family to Holden Beach for a week . . . *H. M. Burgin* and his family spent a few days in the mountains of western North Carolina . . . *J. O. Sellers* of Construction and his wife vacationed at the beach . . . District Engineer *G. E. Rike* and his wife spent a week at Crescent Beach . . . Gang Foreman *H. R. Morgan* reports a fine catch of mackerel off Southport . . . District Mechanic *R. W. Schenk* caught several big ones off Kure's Pier . . . *Mrs. Frank Russell*, secretary in Right-of-Way, spent a week visiting relatives and sunning at Cheraw Beach, South Carolina . . . *Glenn Tice* and *Preston Hanna* spent a week-end recently fishing off Tilgham Pier . . . Cabarrus County Section Foreman *H. W.* Love spent his September vacation fishing in the Santee-Cooper Lake.

JUNIOR EDITIONS . . . *Mr. and Mrs. R. L. Moss* announce the recent birth of a son . . . *Moss* is with the Stanly County Equipment Department . . . A baby girl was born September 21, to the *J. F. Medlins* . . . The *M. J. Campbells* have a small son who was born September 28 . . . *H. V. Liles* of Candor became the father of a boy September 12 . . . *Mrs. Liles* and son are doing nicely . . . *Mr. and Mrs. Mauyer E. Hancock* have a new baby girl, Connie Lee, who was born in September . . . The *H. D. Leflers* of Rockingham top them all —their twelfth child, a son, was born August 17 . . . It's cheaper by the dozen, you know.

ARMED FORCES . . . Three Cabarrus County maintenance employees—*F. M. Biggers, C. E. Hartsell* and *E. G. Parrom* —were called into service in September . . . *Syrella Pickler's* brother, Spurgeon, recently returned home from a tour of duty in France . . . *M. L. Owen*, truck driver with the asphalt patch crew in Rowan County, was drafted into the Army recently.

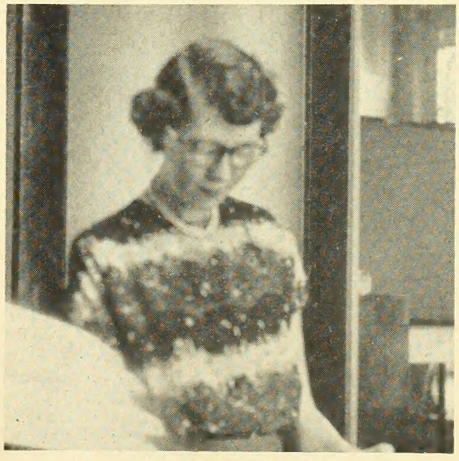
AN OLD TIMER with the Road Oil

"Tar Wheels"



District Engineer John G. Hall and his office assistant, Mrs. Floy Burkhead, are two of the "wheels" in the Third District. Together they keep road operations running smoothly.

First Lady



Here's the "First Lady of Division Six"—Sara Helen Covington. Division Engineer T. G. Poindexter counts heavily on her valuable services.

Scenes From NCSHEA Annual Convention And Banquet





Here are a few of the fine folks in Winston-Salem in September for the annual NCSHEA Convention. The first group is the Hertford County delegation. From left to right, clockwise around the table are: Mrs. Sarah G. Pittman, J. R. Felton, J. S. Pope, H. J. White, G. H. Jolliff, L. R. Jennings, R. L. Turner, E. S. Fulgham, J. R. Jones and M. R. Conner.

In the second group, seated at the table are: H. F. Arledge, R. E. Geer, and Mrs. Marion Davis. Standing are: L. D. Gaither and J. H. Alford.

Department, *Charles M. Royall*, spent a week in September with his brother, T. F. Royall of Wadesboro.

DIVISION ENGINEER *M. E. Beatty* and his wife attended the SASHO Convention in New Orleans in October.

GET WELL WISHES to District Mechanic *R. W. Schenk's* wife who had an operation at Rowan Memorial Hospital recently . . . To *Hal Harkey* of the Road Oil Department who was severaly burned in a boiler explosion in September . . . To *J. G. Bright*, assistant division engineer, who was out sick for seven weeks . . . To *J. B. Pridgen* who was transferred to District Two due to his recent illness . . . To *A. H. Pegram* who had a recent operation . . . To *J. A. Starnes*, bridge superintendent, who has been hospitalized for some time . . . And to *Bill Pender* who has been on the sick list.

THREE MEN of the Seventh resigned recently . . . *L. E. Shehi*, instrumentman, *Jerry Horne*, rodman, and *Mike Caffey* of Construction have left the Commission for other employment . . . *Mike* went with Alcoa . . . Our best wishes to these men in their new jobs.

C. W. "BILL" GRAHAM, blacksmith, likes baseball so well that he journeyed all the way to Cleveland, Ohio, to see the New York Yankees and Cleveland Indians tangle.

DIVISION EIGHT

JAMES H. COUNCILL
Division Correspondent

SHOP FOREMAN *U. L. (Sog) Sebastian* and his wife enjoyed a trip to Alabama in September . . . They visited their son in the Navy station at Birmingham.

MR. AND MRS. PETE JUSTUS spent a week vacationing in Florida and Georgia in September . . . They fished for four days from Welaka Springs Fishing Lodge in Florida . . . On their return trip they stopped over in Daytona Beach, St. Augustine and the Okefenokee Swamp Park in Georgia.

SEVERAL mechanics in the Eighth have been fishing during their vacations . . . *R. S. Cheek, E. L. Craven, Ira Fulton, T. R. Ingram, Fred Lane, Bill McDonald* and *Glenn L. Stewart* have been telling tall tales about their fishing prowess—especially the big ones that got away.

WE'RE GLAD to see Mechanic *Roy H. Campbell* back on the job after a siege of sickness.

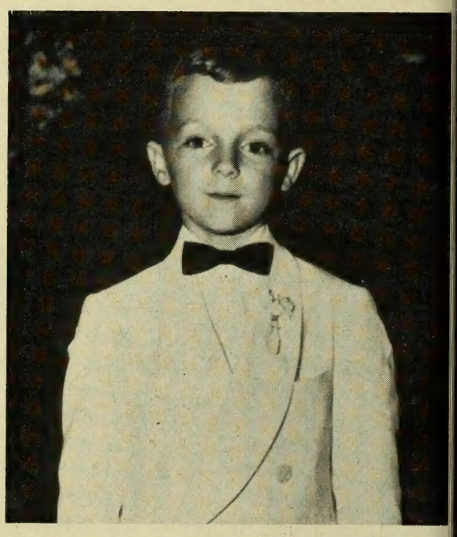
ROLLER OPERATOR *Jack D. Caldwell* was married September 20, to Miss Peggy Ann Keller of Hudson . . . The wedding took place at the Concord Baptist Church in Granite Falls . . . The Rev. Ernest W. Moore officiated . . . The couple honeymooned in Washington, D. C.

DISTRICT THREE was represented at the NCSHEA Convention in Winston-Salem by *Bill McDonald* of the Equipment Department in Lenoir, Resident Engineer *Paul DuPree*, Gang Foreman *John Gentry* of Nathans Creek in Ashe County, and *Pauline Pugh* of the Lenoir office.

OUR SYMPATHY to the family of *Colonel Albert (Doc) Tutterow*, 50, who died recently . . . He had been assistant superintendent of the Davie County Prison Camp for the past three years . . . *Tutterow* is a former member of the Winston-Salem Police Department, with which he served for 16 years . . . He was a member of the Center Methodist Church and was its Sunday School Superintendent . . . He was a charter member of the Center Grange.

A man's character is like his shadow, which sometimes follows and sometimes precedes him, and which is occasionally longer, occasionally shorter than he is.

Eddie Finison



He's only five but he was the ring bearer in the recent wedding of his uncle, Jack Winfree of Wadesboro. Eddie Finison is the son of Mr. and Mrs. E. M. Finison of Albemarle. His dad is the maintenance supervisor of Stanly County.

DIVISION NINE

JEAN CLINE
Division Correspondent

PLEASANT MEMORIES . . . Though vacations have come and gone, it's fun to reminisce . . . Equipment superintendent *J. F. Abernathy* and family visited their daughter, Mrs. Charles Heath, and her family in Decatur, Illinois . . . *Mr. and Mrs. F. E. Gray* visited their son, F. E. Gray, Jr. and his family in Providence, Rhode Island . . . *The Grays* also went to Boston and Washington, D. C. . . *Mr. and Mrs. R. E. Laidlaw* and son, Bobby, journeyed to Florence, South Carolina, and then on to Myrtle Beach to see Miss Clara Laidlaw . . . *Mrs. Lois B. Knox* and her husband spent a week at Myrtle Beach . . . Maintenance employee *Fred Allen Smith* and his wife chalked up over five thousand miles on their three week motor trip . . . They visited relatives in Arizona, Colorado and Illinois . . . Their '46 Ford made the trip without even a flat tire! . . . The *Corpening* cottage at Lake James was the scene of another pleasant get-together over Labor Day week-end . . . *P. D. Miller, P. J. Corpening* and *L. D. Gaither* of District Two; *H. H. Weaver* and *Johnny Church* of Shelby made up the party . . . *W. W. Wyke* and his two supervisors went down from Marion on Saturday to join them . . . District Engineer *Miller* reports a most enjoyable cruise on the "Gulf Stream" out of Morehead in September . . . Others in his party were *J. J. Summerell, H. H. Weaver* and *W. W. Wyke* . . . Proof of their success was the string of king mackerel they brought back . . . *Mr. and Mrs. Ed Kemper* travelled to California in October to visit their son, Hudson, and his family.

STORK CHATTER . . . *Mr. and Mrs. Richard Danner* announce the birth of a son, Gary Wayne, September 11 . . . *Danner* is with Construction at Statesville . . . *Mr. and Mrs. D. W. Ormand* have a bouncing baby girl who was born July 29, and weighed seven pounds, twelve ounces . . . Ormand is a mechanic at the sub-shop in Dallas . . . Recent deliveries made by the stork include a daughter (Debbie Lois) to *Mr. and Mrs. H. M. Moses* of Maiden, August 18; a daughter to *Mr. and Mrs. J. W. Fox* of Taylorsville August 19; and a son (James Vance) to *Mr. and Mrs. C. E. Somers* of Statesville September 3 . . . Father *Fox* took a few days vacation and passed out cigars marked, "It's a girl!".

SPEEDY RECOVERY TO veteran Alexander County Foreman *N. A. Kerley* who is steadily improving after a sick spell . . . To *M. R. Ellis* who was in the hospital for several days . . . To *Mrs. Ben C. Palmer*, wife of Ben Palmer of the division parts room, who has returned to her Shelby home after a stay in the Baptist Hospital in Winston-Salem . . . And to *Willie David Williams* who had been on a leave of absence due to sickness since November a year ago . . . *Williams* is a District Two maintenance employee.

WELCOME to the new employees . . . *William Clayton Smart* has started with the Road Oil Department . . . District Two has six new faces: *Alexander H. Arndt, James M. Beard, F. W. Bumgardner, Jurel Eck Mayberry, John M. Souther*, and *J. T. Watt*.

IT'S GOOD to see *Eugene P. Jones* of Construction back at work . . . He's been on a leave of absence since March . . . He's with *Mr. Rink's* party in Hickory.

W. O. GIBBS has been promoted from steward at McDowell Prison Camp to camp superintendent of Camp No. 902 at Morganton.

SYMPATHY is extended to *J. P. Padget*, maintenance foreman in Iredell County, in the recent death of his mother.

P. J. CORPENING, maintenance supervisor, and his family have recently moved into the home they purchased at 721 Stockston Street, Statesville.

THE R. A. TERRELL'S of Rutherfordton announce the arrival of a nine and a half pound baby boy, Richard Austin, on August 10.

TERRILL'S construction party of Marion is minus two members . . . *James McNeil* and *Donald Anderson*, who worked during the summer, have returned to their respective schools, ASTC and N. C. State College.

D. D. WRIGHT'S son, Donald, is home now . . . He just finished work on a B.S. degree in Electrical Engineering at Indiana Tech.

WEDDING BELLS . . . *Bill Eskridge* was married to Miss Annie Laurie King, September 20, in Wake Forest . . . *Bill* is employed in the division shop office . . . They are living at 714 West Marion Street in Shelby.

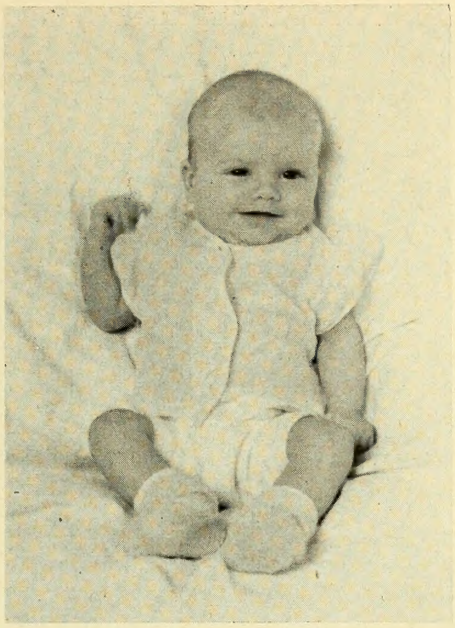
L. B. PECK, division engineer, and his wife attended the SASHO Convention in New Orleans in October.

STAN SHERMAN, president of the Cleveland County Bowling Association, has been a busy man lately . . . He's been responsible for organizing and getting the bowling league literally rolling this season . . . From all reports, he's doing a grand job.

MR. AND MRS. ED KEMPER are grandparents again . . . Mr. and Mrs. Warren Jones announce the birth of a son, August 19 . . . Mrs. Jones is the former Clara Leigh Kemper.

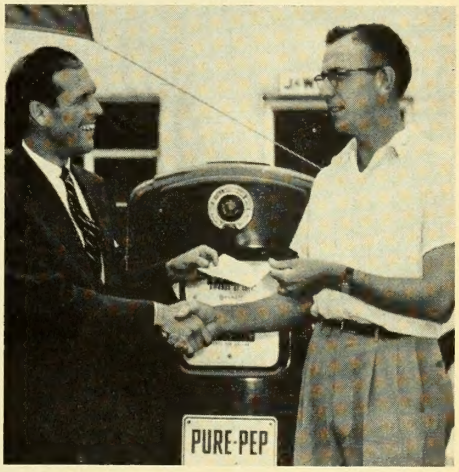
THE NCSHEA CONVENTION was attended by *C. J. Beck, M. H. Flack, J. R. Hemphill, Mrs. Marion Davis, Gene White, H. F. Arledge, C. W. Knox, K. E. Cline, C. H. Eury* and *L. D. Gaither* . . . Unit Nine Chairman *L. D. Gaither* served as co-host with *J. E. Doughton* of Unit Eight.

Debra Lynn Brendle



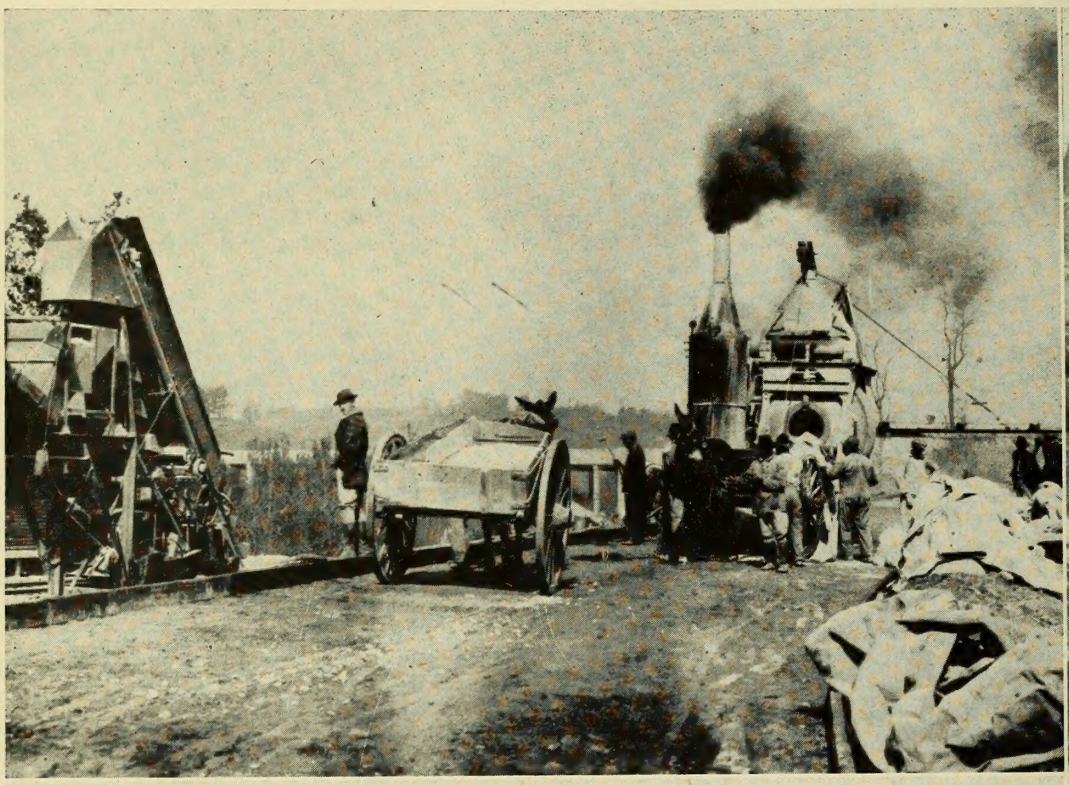
Little Debra Lynn Brendle is the three and a half month old daughter of Mr. and Mrs. Steve Brendle. Her daddy is a truck driver in Lincoln County.

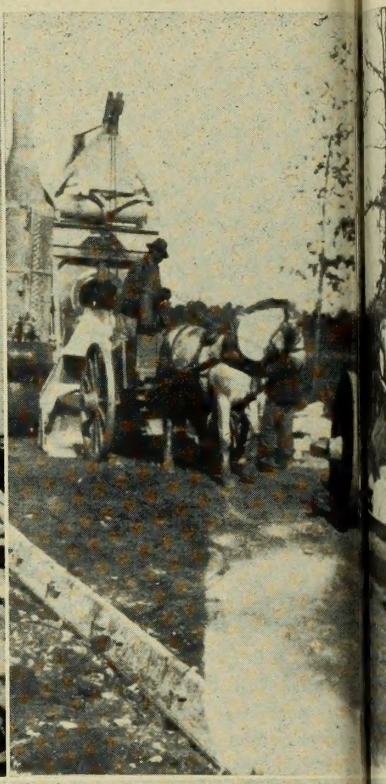
Kincaid Wins

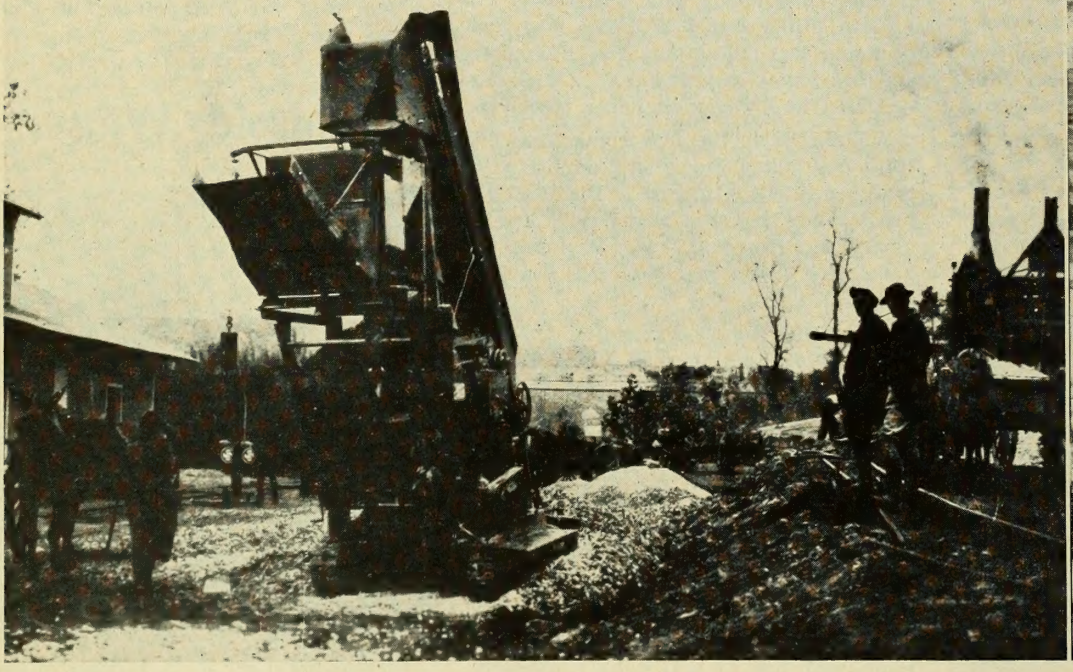


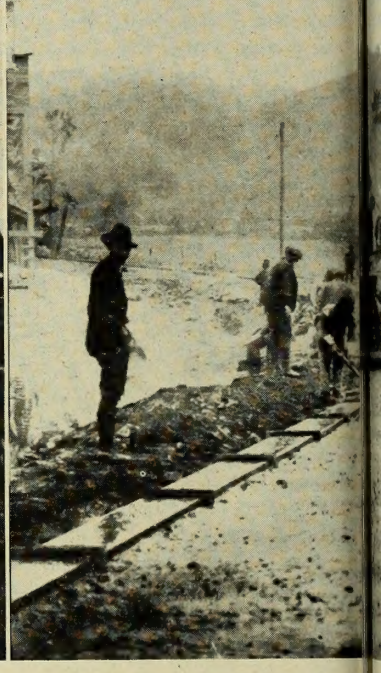
District Manager H. B. Wilmer of the Pure Oil Company presents C. P. Kincaid of Lenoir with a $200 check. Kincaid is one of the cash winners in a recent "Name the Old Cars" contest conducted by that company. He almost threw his entry blank in the waste basket before he finally decided to fill it out and send it in. Kincaid is on construction in the Eighth Division.

"Pour On The Coal, Boys! . . . Get A Good D









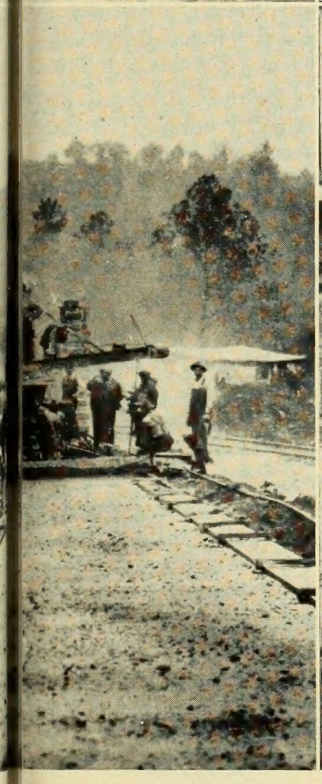
These pictures, made about 30 years ago, show the methods and equipment used when North Carolina first started out to become the Good Roads State. This crew was laying concrete on a 16-foot road, and they considered it a good day's work (which, indeed, it was) if they laid 300 feet per day. Now, using two pavers, contractors get up to 3,000 feet day on a 24-foot road.

Pavers and rollers used steam power in thos days, and practically everything else was handpov ered—and back-breaking. We've been unable to g positive identification about the time, place an

)f Steam . . . And Let's Pave Some Roads"









nent, as depicted in the photos. If you can help, what you know about them.

understand that the coal-fired mixer was a Steam Paver. The mule-powered dump-wagons to be of Old Hickory manufacture. The loader in the two photos at the left may be Barber-Greene—we'd like to know for sure. It seems to be one of the first pieces of gasoline-powered equipment used on the early roads.

The railway depot may give a clue to location of this job. It looks familiar to a number of engineers, but they can't definitely tell just where it is. If you can help, drop us a line.

DIVISION TEN

DAN TURNER
Division Correspondent

SERVICE PINS were recently awarded to the following folks for thirty years: *Henry Carswell* and *R. H. McClure* for 25 years: *J. B. Hollifield* . . . For fifteen years: *Ralph Collis, C. J. Meadows* and *Don Wiseman* . . .For ten years: *Zeke Ayers, H. Page Hunter, Virgil Johnson, J. C. McDowell, Sherman Pritchard,* and *Frank Turbyfill* . . . For five years: *Virgis Anglin, Haden Eller, Lee Gillespie, Ernest Holden, Paul Hollifield, Sleet McAlister, Arlis Rice, L. T. Thomas, Ed Y. Tipton, Thomas Tipton,* and *Carol Tweed* . . . To each we say, "Congratulations!"

THE BRIDGE MAINTENANCE Department, under the watchful eye of *Jack Blevins,* just put the finishing touches on a roomy new storage shed at Spruce Pine . . . The shed should relieve the problem of too little storage space.

A FORMER Shovel Operator, *Joe Culbertson,* has just returned from Korea.

THREE NEW BABIES were born in the Tenth Recently . . . *Mr. and Mrs. Kenneth McCall* are the proud parents of a boy . . . *McCall* is a shovel operator . . . Carson Plato Gibson is the new arrival in the *F. A. Gibson* family of Spruce Pine . . . *Gibson* works in the district two office . . . *Mr. and Mrs. Charlie Miller* announce the birth of a son . . . The Millers live in Burnsville.

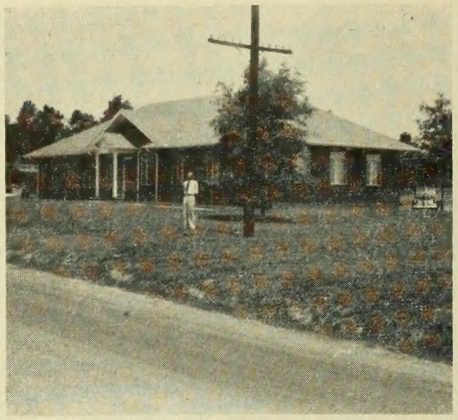
VACATIONS . . . Maintenance Supervisor *H. D. Aiken* visited his daughter in Georgia the last of September . . . He also saw the Georgia Teach-Florida football game . . . Gang Foreman *Clyde Hensley* is back from a three week vacation . . . *F. G. Head,* gang foreman, took his time off to visit his daughter in Virginia . . . Supervisory Foreman *Van Deal* took a week's vacation to go hunting (for squirrels, that is).

THE BURNSVILLE District Office got a face-lifting . . . The lawn was reseeded by the Landscape Department . . . Rich mountain dirt was placed on the lawn and the seed just couldn't help growing . . . Right now, they're looking for a lawn mower.

"HURRY AND GET WELL" is wished *Walter L. Hensley,* powder man in district one, who underwent a major operation . . . And Truck Driver *Ralph Roberts* who was crittically ill with pneumonia.

THE TENTH was ably represented at the NCSHEA Convention by *E. F. Hunter, Roger Franklin, R. H. McClure, Paul George, Don Wiseman, Jack Blevins, J. C. McDowell, B. S. Connelly* and *Dan Turner.*

Charlotte Office



Maybe you can't recognize him, but that's District Three Engineer H. M. Burgin. He's standing in front of the new district office in Charlotte.

HEADQUARTERS

MOVING DAY into the second floor of the sumptious new highway building was September 23 . . . Miss *Ina Ferrell* lead the way and was the first to be established in her new quarters . . . The following days saw the moving of the Chairman's office, the State Highway Engineer's office, the Legal Department, the Personnel office, the Public Relations office, Right-of-Way Department . . . A week later, the Equipment Department moved into north wing of the same floor . . . T Statistics Department had been operat from the third floor of the new build since January.

THE EXECUTIVE offices are venee with mahogany . . . The entrance h will be trimmed with marble . . . T basement will house a cafeteria.

THERE ARE still weeks of work to done but the State's new $2,400,000 hi way building is the smartest building Capitol Square . . . There'll be four vators, an underground loading ra indoor parking spaces, an auditorium, air conditioned drafting room and ple of rest rooms.

THE EXTERIOR of the new build is granite . . . The interior has long c ing-flush fluorescent lighting, terra floors, glass panel doors and sound-sorbent ceilings.

IN THE FIVE second floor offices assi ed to the chairman, the chief engin and their secretaries, the terrazzo covered by thick, pale green carpet . The walls are covered with impor wood.

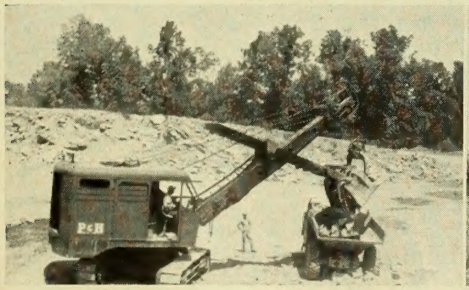
FOR THE FIRST TIME on Septem 30, the Commissioners met in their n room which is 60 feet long, has wall wall carpeting, a large private to and Honduras ribbon mahogany venee walls.

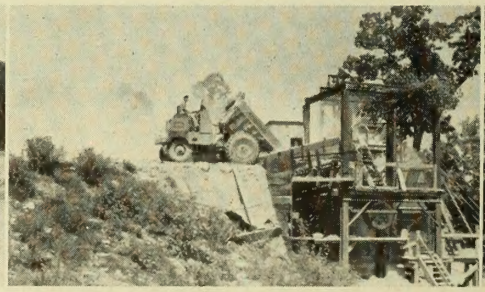
THE SITE for the building has a 2 foot frontage on Wilmington Street a is 138 feet deep . . . Total floor space the five-story building is 61,000 squ feet . . . The old highway building c tains 36,000 square feet.

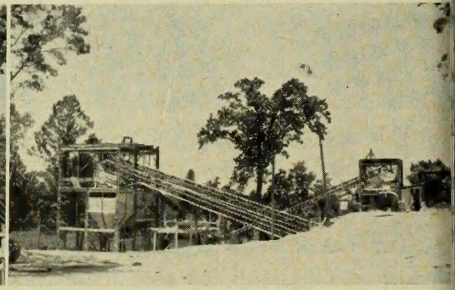
IN ADDITION to a cafeteria, the n building's basement will have a ra running up to New Bern Avenue so t mail and delivery trucks can be dri inside and loaded or unloaded at service platform . . . Parking spaces w be provided for cars which are used f quently during the working day.

ONLY THE FIFTH floor and the sec floor offices were to have air conditioni originally . . . During the summer, h

Rock Crushing At Parks Cross Road Plant

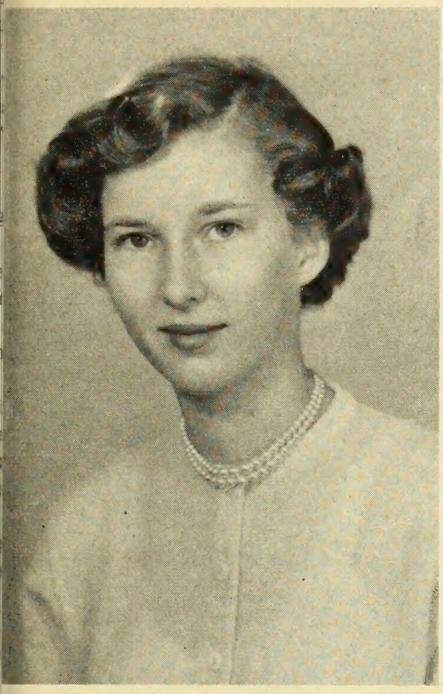






These three pictures graphically illustrate the rock crushing operations at the Parks Cross Road plant in Randol County. The first photo shows a 655B shovel loading Koehring WD-60 dumptor. The second shows the dumptor at t crusher feeder conveyor hopper. The third gives a general view of the crushing plant.

Jean Burgin



District Engineer and Mrs. H. M. Burgin are mighty proud of their attractive daughter, Jean. Last June, Jean was graduated from Central High in Charlotte. This fall she is a freshman at the Woman's College in Greensboro.

ver, the plans were changed and ducts ere installed so that air conditioning ould be furnished on all floors.

THE CONTRACTOR, Thompson and treet Company of Charlotte, hopes to ave the new building completed by hanksgiving.

DUKE MORGAN of the research lab ad an interesting visitor recently . . . . A. Draper, a contractor, introduced imself and said, "I understand that the orth Carolina Highway Department nows more about the design of bituinous pavement than any other state ighway department. I've come all the vay from New Zealand to talk to you nd *C. E. Proudley*." . . . After talking riefly with Draper, *Morgan* recounted he compliment to *C. E. Proudley* whose nly comment was, "News gets around, oesn't it?"

FRIENDS of *Betsy McMillan Parks*, ormer editor of ROADWAYS, will be interested to know that she became the nother of a fine baby girl September 15 . . Bill and Betsy Parks are making heir home in Atlanta where the baby vas born . . . The newcomer is named ane Ray Parks.

H. K. WITHERSPOON has a new randdaughter, Anne Winston Witherpoon, who was born in September to ane and H. K. Witherspoon, Jr.

BUCK TAYLOR is a granddad for the first time . . . Margaret and Buck Taylor, Jr., named their new little girl, Stuart Anderson.

TWO MEN at the Equipment Depot have new babies . . . *R. E. Powell* has a baby girl, Deborah Jean, at his home now . . . *Hubert Tilley* is all smiles since the birth of his daughter September 4.

CLAUDE B. SUGG of the Blue Print Room has a fine bouncing boy, David Carl, at his home . . . The baby was born September 9.

BOWLING is the new off-the-job interest for *Helda Ray*, *Nelle Brown* and *Bill Smith* of Accounting . . . *Helda* is on the Toddle House team, *Nelle* bowls for Sears and *Bill* is sponsored by Esquire Barber Shop.

IN ROADWAY *Dick Turner*, *R. R. (Railroad) Trevathan* and *Wayne Meares* of the lab journeyed to the mountains for a one-day conducted tour over the Old Fort-Ridgecrest construction job . . .

Young Sergeant



In only 18 months of Army service, 19-year old Jimmy D. Patrick of Rockingham has risen to the highest grade an enlisted man can hold.

The young master sergeant enlisted in January, 1951, after deciding on a military career. Before entering the service, Jimmy was a truck driver down in the Seventh Division.

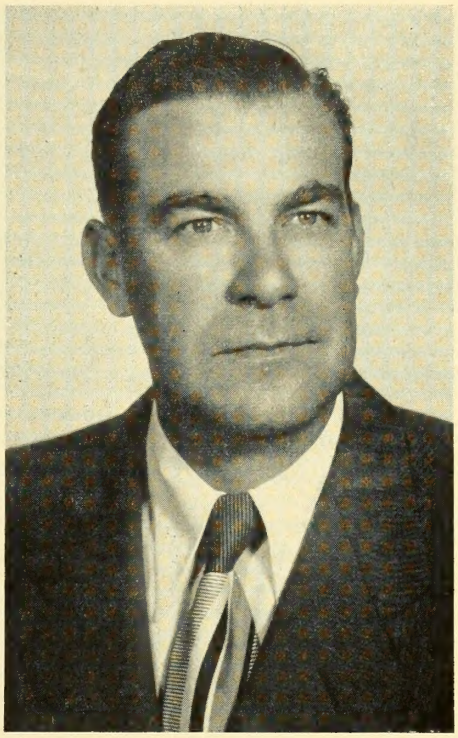
As a platoon sergeant in the 45th Infantry Division in Korea, he's responsible for more than 40 men in combat.

His last three stripes were awarded on May 3, June 3, and July 3—as rapidly as it was possible to get them.

Jimmy is only five feet, five inches tall, but he makes the big guys in his outfit jump when he speaks.

His father is James W. Patrick. During World War II, Jimmy had six brothers in service; one was killed overseas in 1944. His brother, Douglas Patrick, has been with the Commission for the last seven years.

District Engineer



Bernard Sydney Connelly, the first district engineer of the Tenth Division in Asheville, is doing a fine job.

Sid Connelly was born April 1, 1907, at Ashford in McDowell County. In April, 1934, he started with the Commission as a junior inspector. Three years later he was promoted to senior inspector. In 1941, he entered the Army as a corporal in the 176th Engineers. He served overseas.

In 1945, Connelly returned to the Commission as maintenance supervisor of the second district at Burnsville. He was promoted to his present job in 1950.

His wife is the former Polly Lance. They have two sons: 20-year old Bobbie and 12-year old Johnnie. Bobbie is with the Navy in Korea.

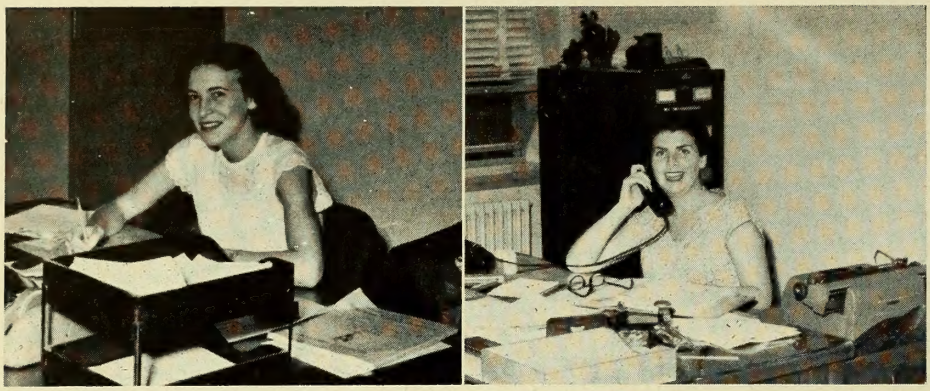
The district engineer has no particular hobbies other than bird hunting and trout fishing.

Bob Rupert recently moved his family from Lumberton to Raleigh . . . *Buddy Clement* resigned to return to State College . . . *Bill Wilson* and *Tilly Bevacqua* of Statistics went to Atlanta for a three-day traffic conference.

TALK ABOUT LUCK . . . *Pam Connelly*, Bridge Maintenance, just won a $70 coat from Mac Joseph's clothing store at a fashion show.

NEW EMPLOYEES . . . Location has 19 new men: *Alfred Barefoot, James F. Bunn, Angus B. Jackson, Alton C. Edwards, Robert B. Petway, Bruce E. Peele, Bobby M. Dennis, E. E. Newton, J. P. Nix, R. L. Wood, Troy N. Sears, H. M.*

Personnel Office Moves In



Bonnie Wall and Nancy Howell, those two attractive girls who make the Personnel Department run smoothly, were among the first to move into the new highway building. They're located on the second floor.

Batchelor, J. C. Blackley, J. O. Ethridge, F. H. Green, Allen Hinson, K. T. Pearce. H. T. Sinclair, and *Owen C. Watkins* . . . New faces in Statistics are *Emogene Nobles, Ivey Fields, Norman S. Mills, Jane Walker, Mills T. Clark,* and *Walter W. Wiley* . . . *Mary Frances Bass* is Prison Director *Walter Anderson's* new secretary . . . *D. L. Childress* replaces *J. E. Higgins* of the Bridge Drafting Room who is now working at State College . . . *Latitia Sanders* is new in Construction.

RECENT RESIGNATIONS . . . *E. B. Constantine* of the Bridge Drafting room has gone into private engineering business with his father . . . Four temporary employees in the bridge drafting room—*J. E. Hardie, A. Mitchell, G. W. Middleton* and *Emily Brown*—have returned to State College . . . *Lawanna Robinson* of Prisons resigned . . . *W. C. Stephenson, Jr.,* and *H. B. Head* left the research lab to go to work in Iceland (br-r-r) . . . *Mrs. Barbara Crawford Stanley* resigned to work in Chapel Hill and was replaced in the lab by *Janet Adams.*

C. E. PROUDLY, chief materials engineer, and *J. E. Thompson,* physical testing engineer, will be among the speakers at a Quality Concrete Conference to be held at N. C. State College, December 15-16.

THE SOUTHEASTERN ASSOCIATION OF THE STATE HIGHWAY OFFICIALS held its annual convention October 15-17 at the Roosevelt Hotel in New Orleans . . . Our State was ably represented by *W. H. Rogers, Jr., W. E. Hawkins, Edward Cothran, T. B. Gunter, C. B. Taylor, B. W. Davis, F. H. Brant, C. E. Proudley, L. D. Hicks, J. S. Burch, R. A. Burch, T. B. Wilson, R. Getty Browning, Sam N. Smith* and *Kenneth Wooten* . . . General Counsel *R. Brookes Peters* had planned to go but instead he'll go to Washington, D. C. to re-argue a case before the United States Supreme Court . . . He'll be joined by Lt. *E. O. Brogden* who was formerly on the highway's legal staff.

MARY WILKERSON took a flying trip to Chattanooga, Tennessee, to visit her aunt and uncle . . . *Clayton High* motored to Princeton, New Jersey, to see friends.

THE SICK LIST . . . *Freda Webb,* Accounting, is recuperating at home from a major operation . . . *Hunter Irving,* Construction, is back at work after a three-week illness . . . *Virginia Clement,* Prisons, has been out sick for several weeks . . . *Bill Mingis,* Prisons, was home for several days with a back injury . . . *Mrs. Marie Hall,* Statistics, was hospitalized after a bad fall at home . . . *John Howard,* Prisons, was out sick for a few days . . . *John Knox* of the lab was critically ill in the hospital . . . *W. Carl Wilson* of Statistics was hospitalized by a car wreck . . . To each we wish a speedy recovery!

IN STATISTICS, *Flora McDonald* has stopped kicking—she broke her little toe . . . *Marvin Cates* and his bride took a flying three-week honeymoon in Europe . . . The *D. C. Fussells* vacationed at Topsail Beach . . . *Belle Tilley* and her husband moved into their new modern home in Country Club Hills . . . *Bill Taylor* vacationed in Cherokee County . . .*Alfredo Gonzales* was visited by his parents from Cuba . . . *Mrs. Dorothy Smith* took a week's sick leave . . . *Helen Puckett* took a week's vacation at home . . . Traffic recorder *Paul Plemmons* of Asheville was married recently.

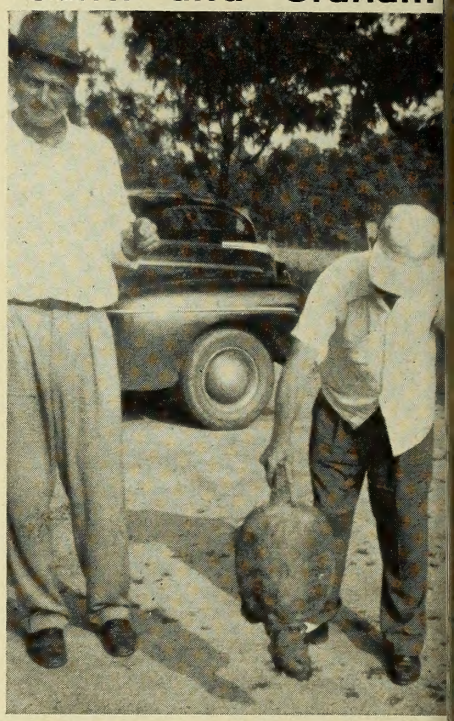
IN THE BRIDGE DEPARTMENT, *R. F. Nickel* has been transferred from drafting to bridge construction . . . *J. L. Norris* has been shifted from bridge construction to the Hydrographic Department . . . *Ben Terrell* is engaged to Virginia Lee Baity, a Rex Hospital nurse . . . Ben was hospitalized with a dislocated shoulder last winter and emerged from the hospital with a dislocated heart

. . . *F. D. Tyler, Jr.,* has changed from temporary to part-time status in order to complete his senior year at State College.

E. T. PEARCE, superintendent of the Raleigh Equipment Depot, has returned to work after a month's illness.

ANNE JONES has transferred from the Adjutant General's office back to the Prison Department.

Safrit and Graham



W. W. Safrit and Joe Graham display a 22½ pound turtle—one of the 14 they caught in their last outing in the New River near Sparta. Joe claims he can face the turtle better than the camera anytime. Safrit, on the left, has been with the Bridge Maintenance forces for the past 20 years. He's a sports fan but likes to hunt and fish best of all. Graham, holding the turtle, has been with the Commission in Equipment for seven years.

Sign With A Smile

A neat turn of the King's English resulted in the following amusing signs:

A warning sign at a construction project near Houston, Texas, warns: "Slow, construction. Hell ain't half full."

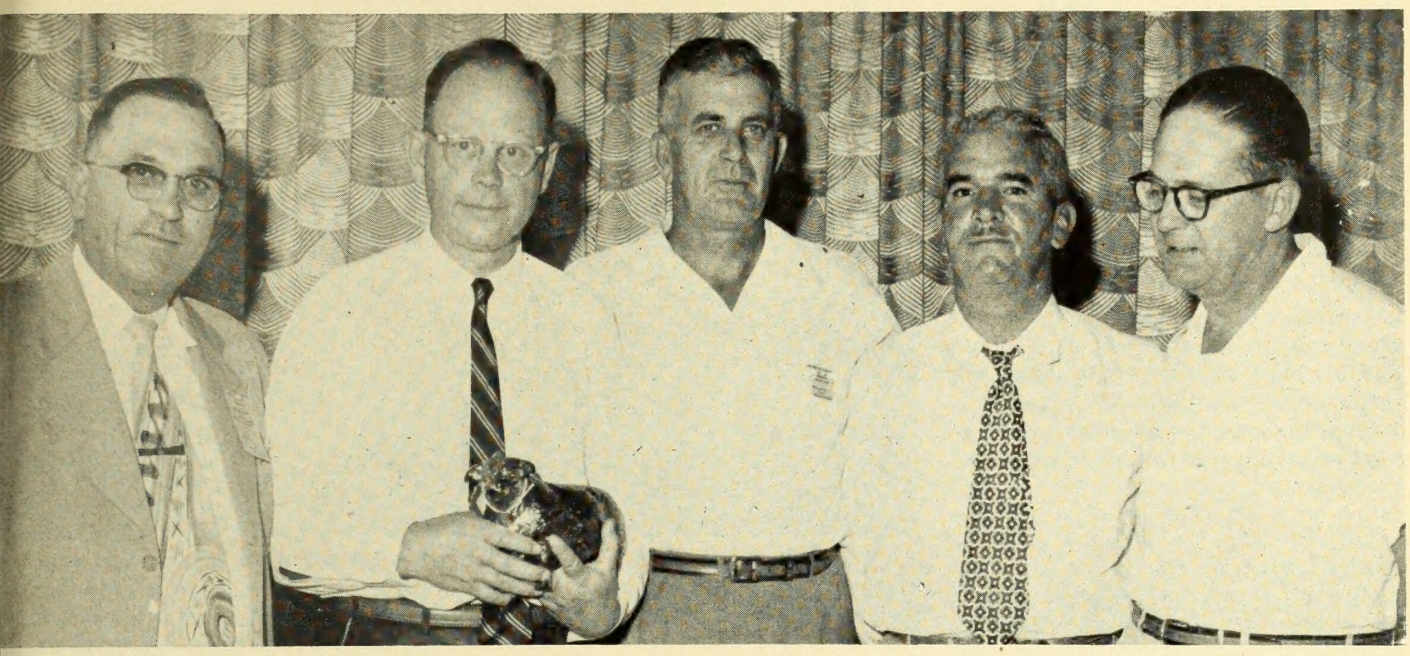
On Highway 66 at Stateville (Ill.) Prison: "State Penitentiary — No Trespassing."

In a Wichita (Kan.) park: "May it be said of these flowers that they died with their roots on."

On the rear of a midget automobile parked daily near the Portland, Me., police headquarters: "Hit Someone Your Own Size."

—*Stephen J. Schmiedl*

Leaders In Winston-Salem Convention Activity



These men played a big part in making a success of the NCSHEA annual convention at Winston-Salem. From left: Vice President Fred Biggerstaff of Bessemer City; J. H. Councill, outgoing president, of Boone; Merle T. Adkins of Durham, new president; R. B. Fitzgerald of the host city; and Secretary Otis Banks.

BANKS' NOTES

(Continued from page 3)

eceived—Nathan Yelton and John Mc-)evitt in their usual fine fettle showing heir loyalty to the employees — Bill Rogers, as usual, just one of the boys, noving his clothes from room to room, ut finally settled by the hotel—his 'onderful heart-to-heart talk and report aturday—the resolutions, discussions, arliamentary tangles (untangled with elp of Buchanan, bless him!) but verybody always voting his own free 'ill and losers going with winners—re-ection of items though detrimental to tate and State Highway Commission—he good arguments put forth by dele-ates, speaking out regardless of osition (Democratic)—Sound sensible rguments and pleas presented by Du-'re and Westwood—sage advice of Earl 'rump—Jim Councill's bull (Watauga's 'ride) stabled in his room—12" of bull, ne-half bale of hay—Finest banquet ver seen—wonderful hotel service—ice arving (at banquet) of steam shovel, 'heeled in "spitting fire"—Tarvia Jones s a darned good M.C.—his poem intro-ucting "Bill" Umstead — Wonderful, nspiring address by Governor-elect Um-tead—his challenge which we accepted —Jim Councill "suggesing" we all could 'ork on four more years—Merle Ad-ins, new president, with Fred Bigger-taff, 1st Veep—J. L. "Mac" McDonald as 2nd Veep, nosing out Fitzgerald—splendid officers — 1953 convention at Raleigh—thanks to E. F. Craven Company for John Dixon—to Trent Parks of Public Service Company for open house—Adjournment—everybody rushing home except Bill Reaves, Bob Setzer, Abe Upchurch—empty hotel—me alone, paying bills — remembering beautiful smiling face of Margaret Burk—Oh, boy, a whole year to plan for the next one—!

SIGNS

(Continued from page 5)

tains, particularly around the Indian reservation, damage from pistol and gun shots has been a little more severe than in other areas. Defacing of signs by marking and scratching is usually more prevalent in and near college towns or at heavy-traffic intersections where hitch-hikers wait for a ride.

Use of signs as targets is probably the most frequent and expensive form of vandalism. With the opening of the new hunting season, signs will be fair game to thoughtless, trigger-happy gunners. Many hunters will test their aim and shotgun patterns on traffic signs before entering the fields and woods. And on their way out they'll bag another sign or two, particularly if the hunt is disappointing, since the signs stand still and do not run or fly away.

But whatever the cause, and wherever he sees it, the North Carolina taxpayer can be sure he is paying a hefty price for senseless mutilation and destruction of road signs.

What's the answer? Traffic engineers are frank to say they do not know. Of course, there's a law against such vandalism. But it doesn't seem to work too well.

Burch believes the solution may lie in educating the people of North Carolina to the enormous useless waste brought on by vandalism. It's certainly costing a lot to learn.

Congratulations

IN a recent letter to Raleigh's NEWS AND OBSERVER, Mr. J. A. King of Norwalk, Connecticut, complimented John Fuller who is landscape engineer in Divisions Five and Six. According to Landscape Engineer Frank Brant, more than 140 new roadside tables have been placed along our main highways since January, 1952.

We quote Mr. King's letter: "I would like to congratulate a Mr. John Fuller with the North Carolina State Highway for the fine job he is doing in setting up roadside tables south of Raleigh on US 1, 15A and 301."

Psychologist Put In Prison Office of Classification

Appointment of Edward G. Farrow as psychologist and supervisor of classification in the North Carolina Prison Department was announced by Prisons Director Walter F. Anderson and Assistant Director Blaine M. Madison.

Farrow, who was assistant director of the Psychological Clinic at N. C. State College, began his duties with the Prison Department on October 13.

In announcing the appointment, Madison issued a statement outlining the purposes and functions of the classification program. The program will attempt, he said, "to promote a better understanding of the prisoner as an individual, to assure proper assignments, to assist the prisoner to better adjust in the total prison program, and to coordinate and harmonize the efforts of all officials of the Prison Department in their work in attempting to retrain and rehabilitate offenders committed to their care."

Psychological Tests

The classification division also will develop psychological tests for each prisoner received at Central Prison who is in need of such service.

Farrow was born in New Bern in 1920, the son of Mr. and Mrs. Garrison A. Farrow. From New Bern High School, he went to the University of North Carolina where he received his B.A. degree. He got his Master's degree in psychology at N. C. State College, and did graduate work in clinical psychology at Duke and Chapel Hill.

Before going to State College's Psychological Clinic, Farrow was assistant in clinical psychology at the Veterans Administration mental hygiene clinic in Durham and at Veterans Administration hospitals in Fayetteville and Richmond, Va.

He was in the Navy from 1942 to 1946 and saw combat duty in the Pacific. He was a lieutenant (jg) and served as gunner officer and executive officer on the USS Frament, a destroyer escort.

Classification Program

In describing the new prison classification program, Madison said:

"The purpose of Classification is to develop a method of individualized study of prisoners which will utilize information secured as a basis for recommending a treatment program for the prisoner aimed at his retraining and rehabilitation while in prison. The Classification program will seek to promote a better understanding of the prisoner as an individual, to assure proper assignments, to assist the prisoner to better adjust in the total prison program, and to coordinate and harmonize the efforts of all officials of the Prison Department in their work in attempting to retrain and rehabilitate offenders committed to their care.

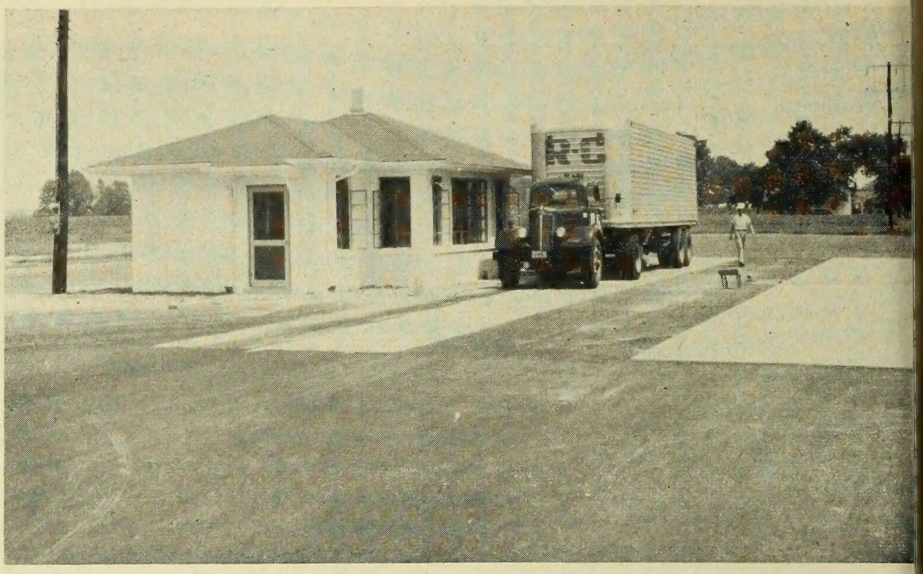
"The Classification division will be responsible for developing psychological tests to be administered to each prisoner received at Central Prison from the courts who is in need of such service. This division will interview and examine each prisoner who is scheduled for consideration by the Classification Board. The Classification divison will make available to the Classification Board pertinent information concerning all prisoners scheduled for consideration by the board.

For Road Camps

"The Classification division will seek to develop a program whereby all prisoners received directly at the prison camps, and who do not come through Central Prison, will be afforded the benefits of Classification. The divisio will attempt to develop techniques c classification which can be administere both at Central Prison and in each c the prison camps.

"The Classification division will b responsible for the development of system of reclassification for those case wherein there needs to be readjustment because of changed attitudes and prog ress made on previous assignments. A effort will be made to develop as fa as possible a system that serves to mair tain the continuity in the inmate's de velopment and to prepare him for life i the community upon his release fro prison."

Truck-Weighing Station at Wilson



This is the new truck-weighing station on US 301 about a half-mile south Wilson, one of 12 permanent weighing stations authorized by the 1951 Gener Assembly. The Wilson station was the eighth put into operation. Location of th station is on a double-lane section of the highway, so scales have been placed o both sides of the road as a safety measure. The station has a one-acre pave parking lot on which overweight vehicles will be impounded until the surplu weight is removed. Personnel of the Motor Vehicles Department operates the st tion, which was built by the Highway Commission bridge department. It was pu into operation on August 1.

Dr. Rogers Passes

DR. R. C. ROGERS of Creedmoor die in Duke Hospital, Durham, September He had practiced dentistry for the pas 35 years. For the last ten years he ha served as dentist for Central Prison. H served on the Granville County Board o Education for twelve years. He was member of the Creedmoor Masonic Lodge He is servived by his wife, Mrs. Flora F Rogers; two sons, Gray Rogers of Du ham and Paul V. Rogers of Raleigh; stepson, Jimmie Fornes, Creedmoor; an one grandchild.

Street Miles Total 8,229

THERE ARE 8,228.60 miles of streets within the corporate limits of the 576 incorporated cities and towns in North Carolina, according to a report issued by James S. Burch, engineer of statistics and planning for the State Highway and Public Works Commission.

Local street mileage, maintained by the municipalities, totals 5,849.35 miles, and the remaining 2,379.25 miles are in the State Highway system.

Of the 576 incorporated municipalities, 388 shared in the Powell Bill allocation this year, and mileage data for these towns is complete and accurate. The remaining 188 incorporated places included in the survey are inactive and did not submit any data on street mileage. For these towns it was necessary to estimate the mileage on the basis of the best information currently available.

The survey was made by Burch's division in cooperation with the U. S. Bureau of Public Roads.

As of July 1, active municipalities had 7711.78 miles of streets, of which 2.124.92 miles formed a part of the State system.

The 188 inactive municipalities, which are legally incorporated but have no local officials and levy no taxes, had 516.82 miles of streets of which 254.33 are in the State system.

The 2,125 miles of streets within the active municipalities that are in the State system represent 28 per cent of the municipalities' total street mileage. The report shows that 1,806 miles, or 85 per cent, of the system streets are hard-surfaced. The survey also showed that 1,092 miles, or 14 per cent, are on the Federal Aid system, of which 98 per cent are hard-surfaced.

Only 48 per cent of the local streets are hard-surfaced. On the other hand, 1,200 miles—or 22 per cent—of local streets are either "primitive, unsurfaced, or merely graded and drained", according to the report.

On a population basis, the percentage of hard-surfaced streets ranged from 23 per cent in the towns under 1,000 population to 55 per cent in the 25,000-50,000 bracket, 60 per cent in the 50,000-100,000 bracket and 66 per cent in the cities with more than 100,000 population.

The percentage of increase in hard-surfaced streets during the year ending last June 30 was greatest in towns under 1,000, averaging 29.9 per cent. It ranged downward to three per cent in cities with 50,000 to 100,000 population and five and one-half per cent in cities with more than 100,000.

We Proudly Present . . .

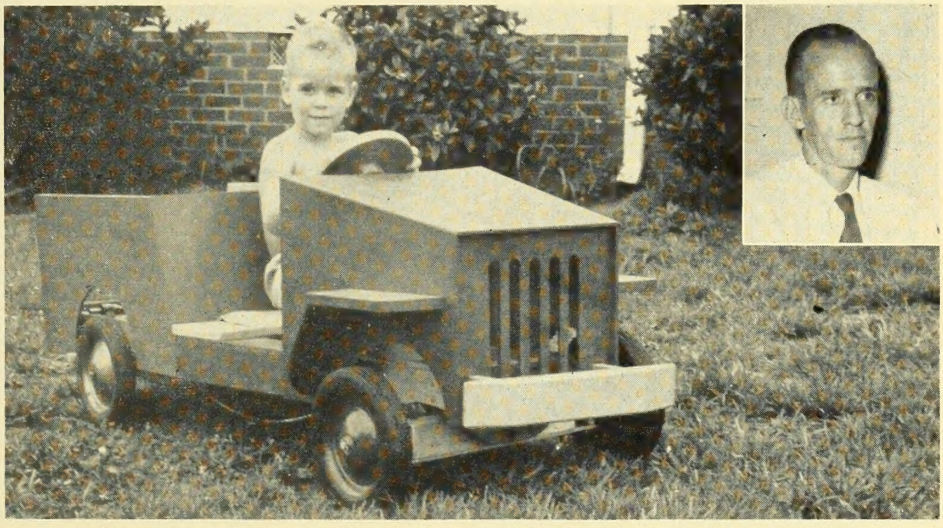
Every time ROADWAYS goes to press we give thanks for our fine correspondents in the district and division offices. They do their job faithfully and well, and we couldn't get along without them. They deserve the cooperation and active help of all interested in well-balanced news coverage in ROADWAYS. If you have a story or picture, let the correspondents know about it. They'll appreciate it.

All that is a preface to a brief note about this issue. Newswise, this is the largest issue of ROADWAYS ever put out. It so happened we were loaded with news and features, and we decided to print them all this time rather than hold back some and risk their going stale.

Pete Bourke and Bill Mingis helped out wonderfully with the photography. Several newspaper friends cooperated by lending photos. And, of course, our regular correspondents did their usual good job.

Our thanks to all of them. We hope they'll join us in taking pride in this issue.

George Middleton Builds Midget Car



Don Middleton's dad, George (in the inset) made the midget two-passenger car he's driving.

First George ordered a Power Products utility motor from an ad in POPULAR SCIENCE. Next, he bought and assembled two sets of rubber-tired lawn mower wheels from Sears. He built the body of plywood and the chassis of three-quarter inch pine. The steering wheel, clutch and brake pedals are of wood. Prof. Cope of State College welded up the steering assembly from one-half inch water pipe, cold rolled steel and scrap iron. The one-horse power, two-cyclinder motor is air-cooled. For safety reasons, the motor is engaged only when the clutch pedal is down. The constant (and maximum) speed of the little car is three and a half miles per hour. In all it took George only two weeks to assemble and build the car.

The car—dubbed "Sir Duck"—features a one-wheel drive. The front axle pivots. Four-and-a-half year old Don can drive all over his yard with no worry about the terrain or bumps. The yard shrubbery and small trees furnish an obstacle course which tests the skill of this young driver.

George Middleton has worked temporarily in the bridge design department in Raleigh for the last three summers. Not only has he earned a B.S. in "General Engineering" but also a Masters in "Engineering Math" from State College. He has taught mechanics at the College for the last four years. This fall, he signed a new three-year teaching contract with State College.

George is married to the former Carolyn Anderson of Anderson, S. C.

Safety Awards

By J. P. CRAWFORD

Director of Safety

Before the end of this year we hope to have ready for presentation Safety pins and certificates in recognition of highway employees who have earned an award for one, two, three, four and five years, respectively.

All of the one and two-year men will receive attractive lithographed certificates bearing the Green Cross, national emblem for Safety, and our State seal.

The three, four and five-year men will receive pins. The three-year pins will be of the same design as those presented last year, while the four and five-year men will have a different design for each year. We would like to describe these latter pins for you, but will be unable to do so at this writing except to say that the five-year award will be a sterling silver lapel pin quite different from the other two.

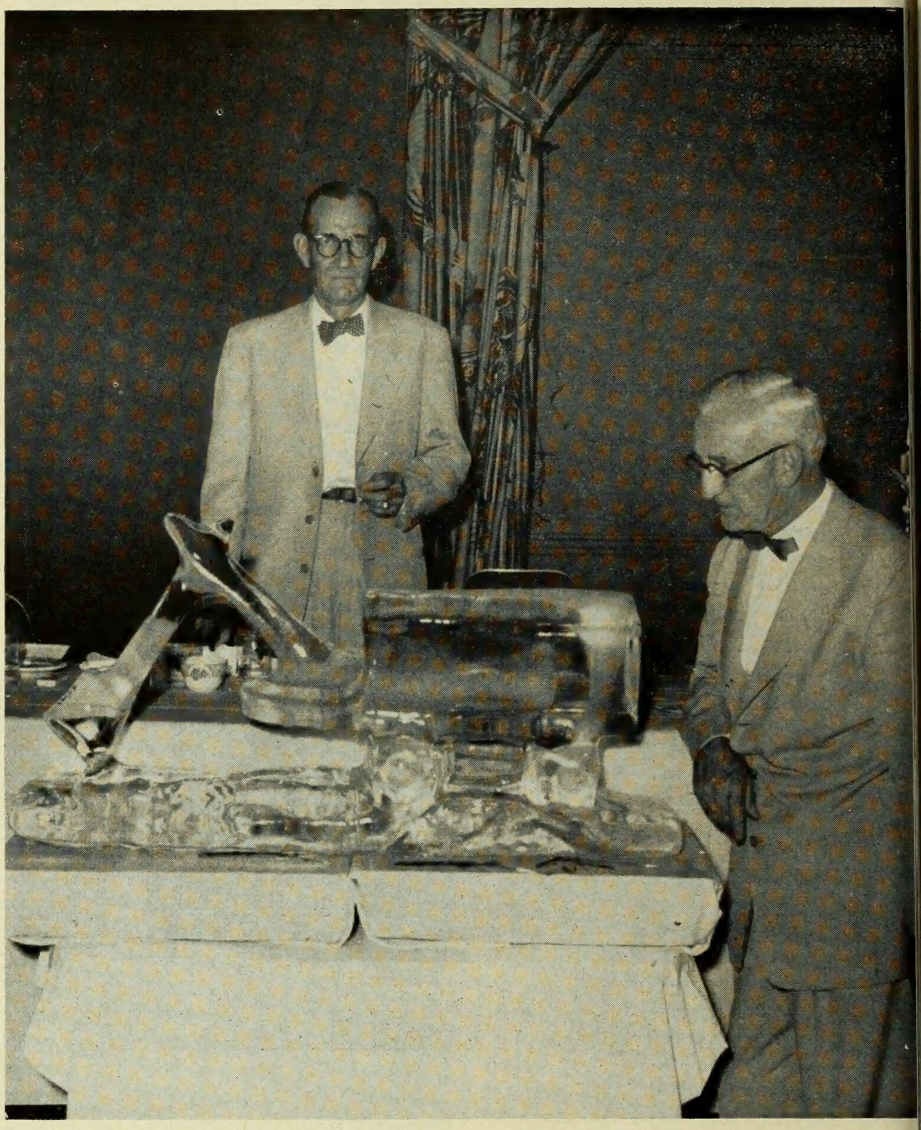
This year approximately 2,600 employees will receive five-year pins, 1,200 four-year, and 700 three-year. Another 550 will be awarded two-year certificates, and 750 one-year, all up to date for the five years that this department has been in operation.

As has been our custom, the Division that completed the year with the least number of disability injuries will receive a distinctive bronze and walnut plaque. Three such plaques have already been presented so far, and if your travels have taken you into the First, Fourth or Fifth Divisions you probably have seen them.

Our sincere appreciation goes to all of our ten Divisions, Bridge Maintenance department and Raleigh Equipment Depot for their prompt attentio to our request for the names of thei employees, duty entry and list of acci dents. We know it took a great deal o time and patience on their part t assemble this information for us. Du to their efforts and ours, the lists hav been prepared, checked, and returned t this office, for our final inspection be fore ordering the awards.

We appreciate this opportunity to ex press the gratitude to your Highwa Commission for your sincere efforts i promoting Safety while building ou roads.

Power Shovel Carved In Ice



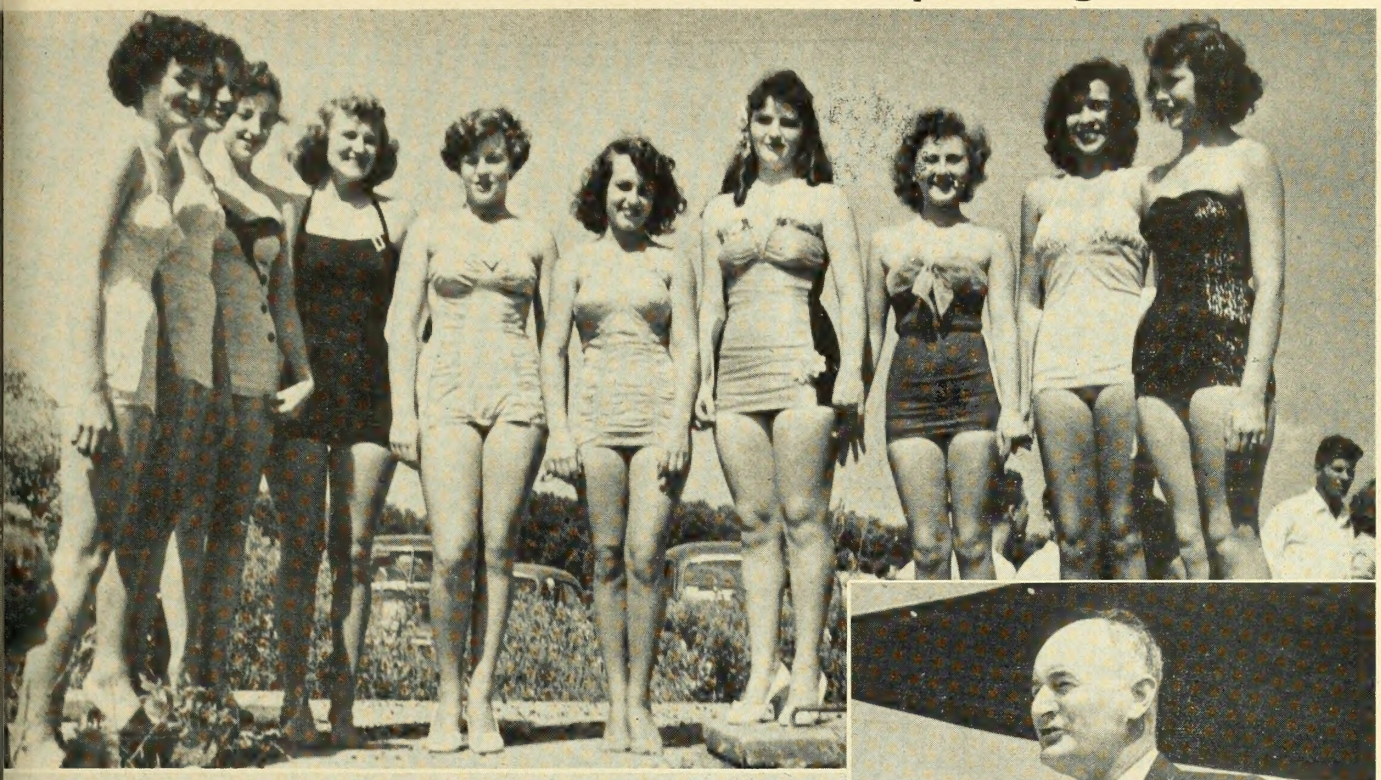
The 300 people at the annual banquet of NCSHEA in Winston-Salem got quit a thrill when waiters trundled in a replica of a power shovel carved from a bloc of ice and surrounded by glowing sparklers. The sparklers soon went out, bu the shovel held up long after the banquet was over. This photo by Margaret Bur was taken after the meeting ended and the shovel was still in pretty good shape Standing behind it is Governor-Elect William B. Umstead, the banquet speaker The gentleman giving the shovel the studious eye is A. S. Cassel, chief pharmacis for the Prison Department.

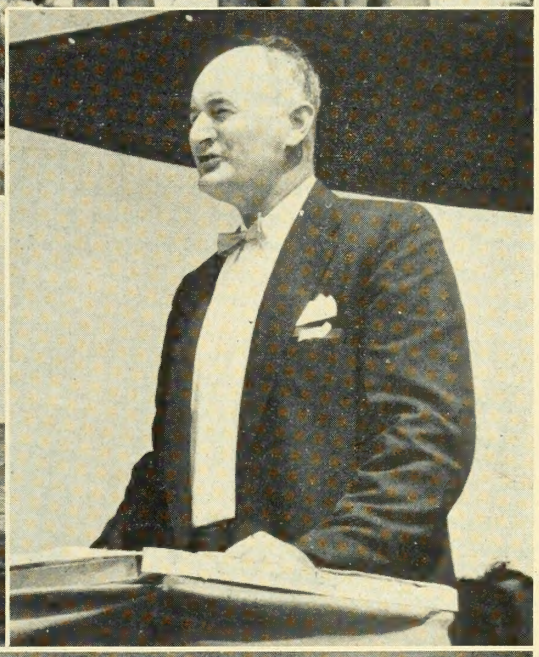
High Rock Turtles

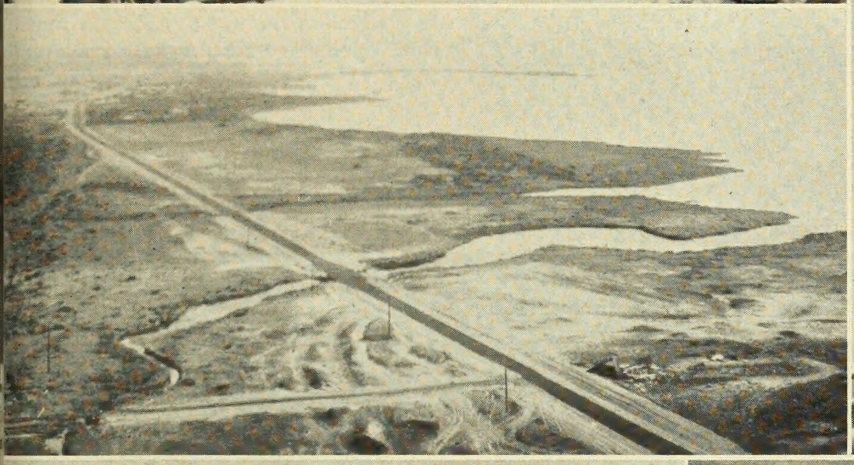


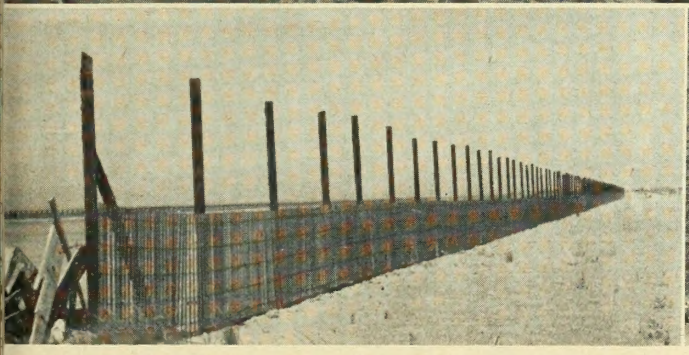
Maintenance prison crews often run into luck while working. An honor grade prisoner displays two large turtles caught in the backwater of High Rock Lake in Rowan County. While installing a big 60-inch pipe near the lake, the men ran across these turtles which happened to be in the way and had to be removed for the pipe.

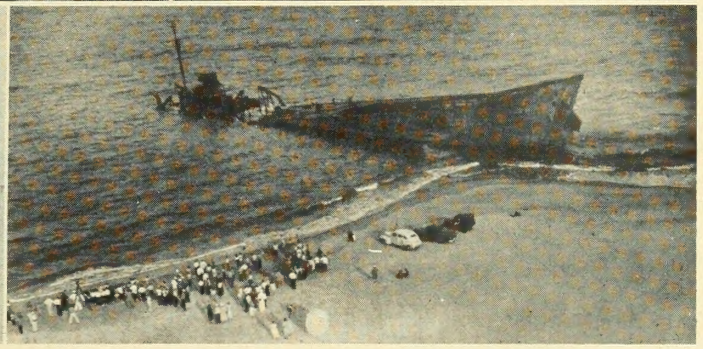
Outer Banks Folks Celebrate Opening Of Road





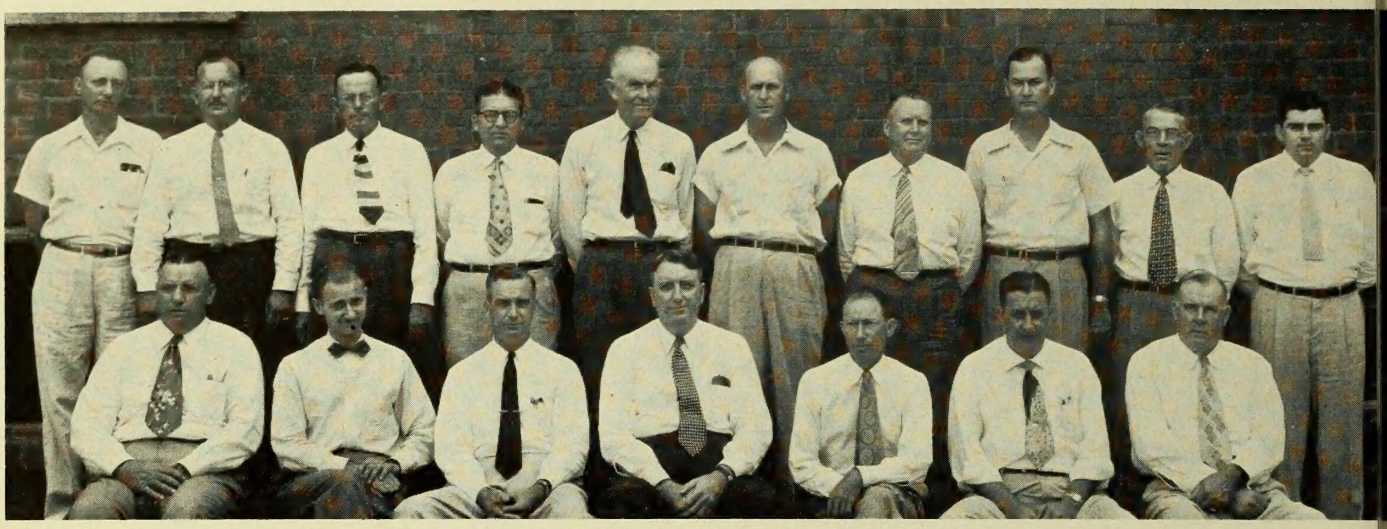






Dare County folks had a big celebration welcoming the new paved highway from Oregon Inlet to near Rodanthe. These photos by Aycock Brown tell some of the story. The gentleman speaking is First Division Commissioner Henry G. Shelton. He's facing a photo of a portion of the road which here veers toward Pamlico Sound. Views at bottom show a "snow fence", built to pile up blowing sand into dunes and protect the road, and a LST wreck at Rodanthe where a breeches buoy drill was presented. The LST is one of about 25 wrecks visible at the ocean's edge paralleling the highway, which ends at Hatteras. Of course, there was a beauty pageant, as you can see from the photo at the top. It has nothing to do with road-building, but we thought some engineers might be interested in the curves and specifications.

Top Prison Officials With Division Prison Supervisors



All the top officials of the State Prisons Department got together recently for this photo. On the front row, from le are J. R. Hooks, prison supervisor for the Third Highway Division; Carl Galloway, personnel officer and administrat assistant; R. A. Allen, assistant director in charge of road camps; Director Walter Anderson; Blaine M. Madison,, assist director in charge of rehabilitation and training; K. B. Bailey, warden of Central Prison; and P. E. Mallison, Second vision supervisor.

On the back row, from left, are W. F. Moody, maintenance engineer; R. L. Turner, First Division supervisor; Fred Ro Ninth Division supervisor; C. O. Benfield, Eighth Division supervisor; C. L. Proffitt, Tenth Division supervisor; H. B. Nic Fourth Division supervisor; C. B. Paris, Fifth Division supervisor; C. B. Wicker, Sixth Division supervisor; H. B. Haywo Seventh District supervisor; and Ralph D. Edwards, manager of the Caledonia Prison Farm. — Photo by Rell Clemen Fayetteville.

Record Business Done By Cold Storage Plant

FROM THE COLD storage plant at Central Prison, Superintendent John Montague supplied these figures. Total poundage of hogs received by the plant during the fiscal year July 1, 1951, through June 30, 1952, was 685,874 pounds. The total value of hogs received during this same time was $126,390.42.

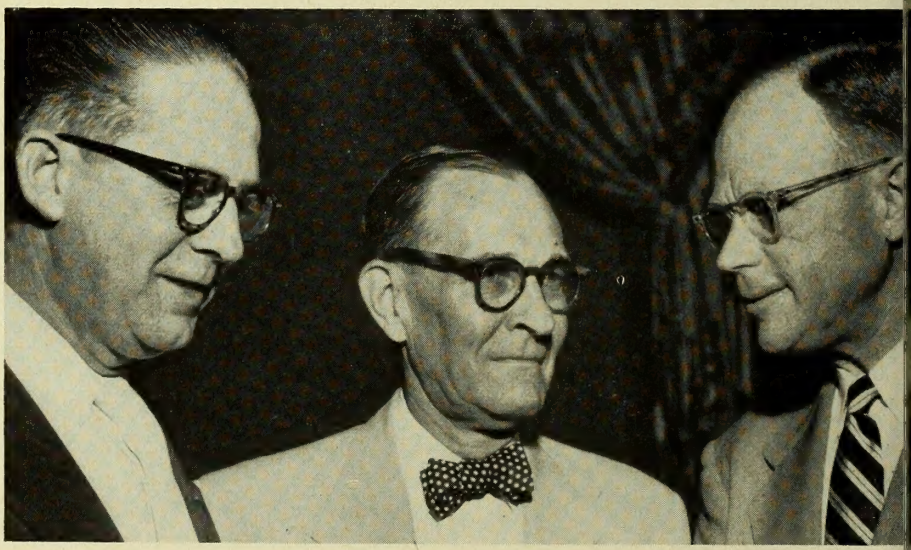
The total value for beef cattle received by the cold storage plant during the fiscal year July 1, 1951, through June 30, 1952, was $190,840.33. The total number of pounds of beef cattle received during this period was 388,376 pounds.

The majority of the hogs and beef cattle was supplied by the State's prison farms.

In one month alone—July, 1951—400 cases (30 dozen eggs to the case) of eggs were handled at the plant. In July, 1952, 1,003 cases of eggs were processed! Prison officials hope to expand chicken and egg production by placing flocks on several prison farms.

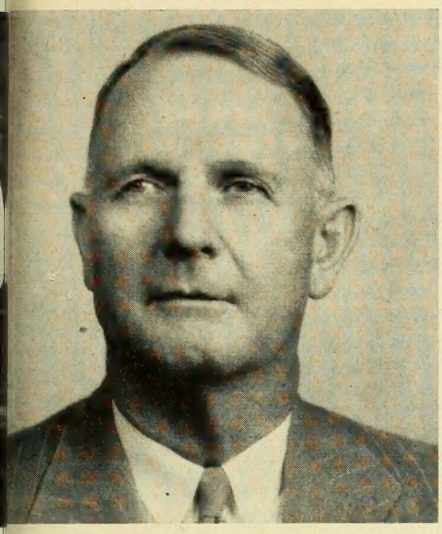
Twice a month big trucks go out from the prison cold storage plant and deliver a two-week's supply of meat and eggs to each of the State's 86 road camps. Each camp is serviced with fre meat twice a month.

Key Figures at N.C.S.H.E.A Convention



Principal speaker at the NCSHEA annual banquet in Winston-Salem w William B. Umstead, next governor of North Carolina, pictured here in the cent At left is Executive Secretary Otis Banks, and at right is James H. Councill, assi ant division engineer in Division Eight and retiring president of NCSH Mr. Umstead made a splendid talk in which he said he wanted all State e ployees to be proud of their jobs and their service to the people of North Caroli (Photo from Winston-Salem Journal).

HONOR ROLL OF 30-YEAR HIGHWAY EMPLOYEES



JOHN L. MORSON

ROADWAY PLANNING engineer ohn L. Morson was born July 10, 888, in Raleigh. He prepared for ollege at his father's Raleigh Male cademy. His father was the first prinipal of the high school subsequently amed for him—Hugh Morson High chool.

John Morson is a 1907 civil engineerng graduate of N. C. State College. In is words, "I started to work in 1922 in ne road department drafting room as enior draftsman under Senior Highway ngineer George F. Syme. Vance Baise s chief draftsman was in charge of he drawing room. In 1924, I was made stimate Engineer, having charge of hecking all roadway final estimates. In 931, I was made chief roadway draftsan. In 1933 I was appointed to my resent job. My work consists of the esign and working up of all road plans nd estimates of highways, the adversing and preparing of the proposals to e let, the preparing of all let contracts nd the checking of all final estimates."

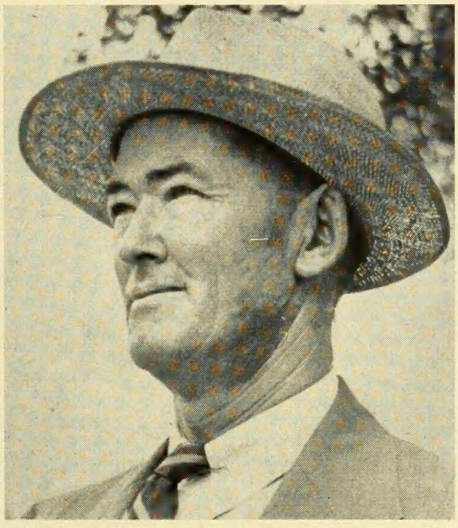
Morson lives in Raleigh with his ister, Harriet (Hal), and his older rother,, Will, who is one of the arliest Highway employees and retired everal years ago.

Morson is an Episcopalian and a memer of the Good Shepherd Church. He's member of the N.C. Society of ngineers and the Neuseoco Fishing lub. Off the job, he likes to hunt and sh.

GANG FOREMAN Russell S. Taylor f Lillington in Harnett County sums p his 30 years of highway service: 'My work has always been a pleasure to me. I have always had the best supervisors and engineers to work with that there were in the State, also the best county to live in."

Though born in Elizabethtown, Bladen County, Taylor has lived the majority of his life in Lee and Harnett Counties. In 1921, he started as a truck driver under C. E. Campbell in Sanford. The next year he was promoted to section foreman on Route 21 in Harnett County. Lee Larley was his supervisor. In 1936, he transferred to Lee County to work the prisoners. Fred Underwood was his supervisor. A year later he transferred to Harnett County to work prisoners on the highways. Dexter Hough was his supervisor. In 1946, he was promoted to his present job of building roads with heavy equipment. R. N. Weaver is his supervisor.

Taylor completed the tenth grade of White Oak High School. His wife's name



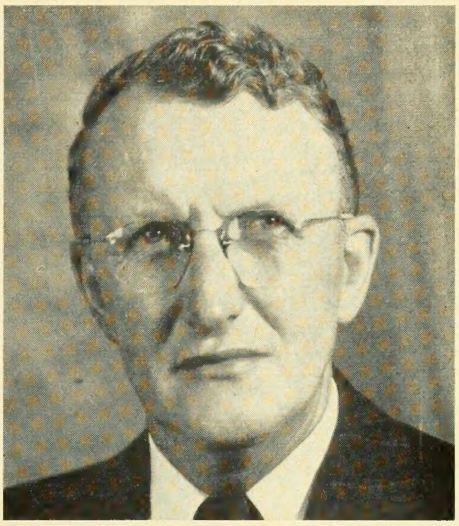
RUSSELL S. TAYLOR

is Lola. They are members of the Lillington Presbyterian Church where he is an elder. Their four children are: Elizabeth, R. S., Jr., Margaret, and Estell. In his leisure, Taylor enjoys playing with his grandchildren.

He belongs to the Junior Order of the United American Mechanics.

GANG FOREMAN John B. Young started out on location in 1921 under David Gibson. In Young's words, "In my 30 years with the State I've seen many wonderful changes made in our highways. It has been a pleasure to serve as great a State as North Carolina. I'm proud to be one of the few who have served 30 years. We have a great organization."

His first highway job was the location from Gillespie Gap to Spruce Pine. Next he was on location from Todd to West Jefferson. Young then transferred to construction—from Spruce Pine

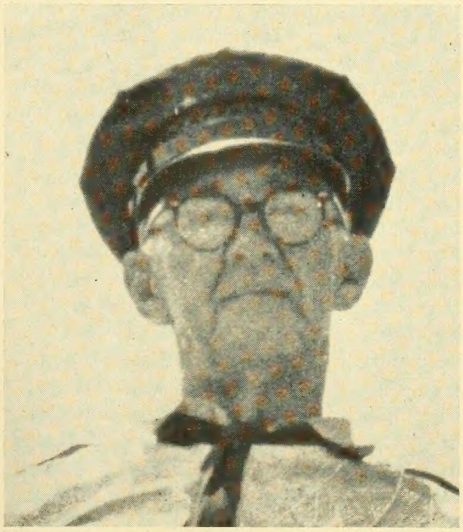


JOHN B. YOUNG

to Bakersville, Newland to Elk Park, US 70 to Buck Gap, Marion underpass to Burke County line, Shelby to Cherryville, Banner Elk to Elk Park. From 1932 to 1944 he was on maintenance in Burke, Rutherford, Polk and McDowell counties. In 1944, he took over maintenance of McDowell only.

Young received his education at Bowman High School at Bakersville, Stanley McCormick at Burnsville and Appalachian Training School in Boone. His wife's name is Louise. They live at 134 Park Avenue, Marion. The Youngs' have three sons: 26-year old Jack, 21-year old Joe Ray and 17-year old Jerry. They are Baptists.

His outside interests include gardening, flowers and shrubbery.

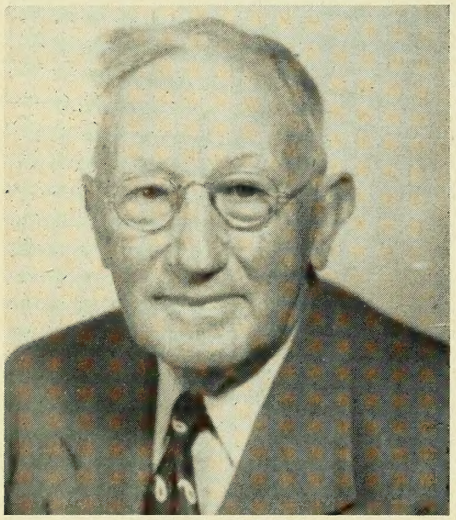


HERBERT SMITH

CENTRAL PRISON guard Herbert Smith was born November 21, 1888, in Wake County. Since October, 1909, he has worked off and on with the Prison Department. His service dates from 1909 to 1914, 1916 to 1917, 1918 to 1924, and 1930 to the present time.

Smith's wife is the former Maude Cole. They are Methodists. They have two children: Hugh Smith and Kay Smith Johnson.

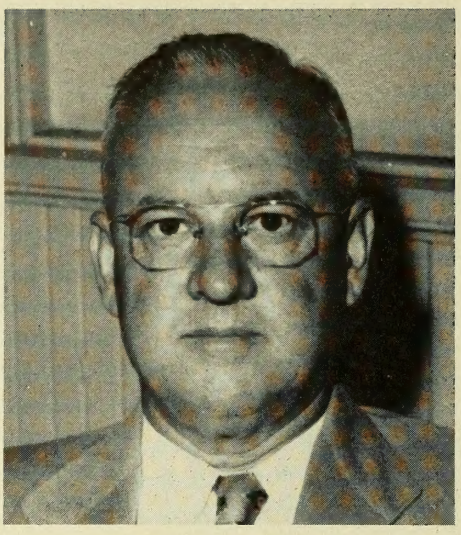
W. T. SMITH, a Highway Engineer IV, of Siler City in the Sixth Division is a 1900 engineering graduate of State College. He's a member of the Professional Engineers of North Carolina. Smith is married to the former Emma Love. They are members of the Siler City Presbyterian Church. Their three children are W. G. Smith, J. L. Smith and Mrs. W. R. Anderson. His outside interest is farming.



W. T. SMITH

In 1921 when he was 32, Smith began his highway service as an engineer inspector on one of the first State paving projects in Harnett County—a 22-mile road. Another important highway job he worked on was a bridge over the Haw River at Bynum. He recalls that a new bridge had just been completed upstream. His next projects were between Morehead City and Beaufort (the year Lindberg flew across the Atlantic). F. M. Edgerster was resident engineer. For several years he worked in the First District under J. C. Gardner. During the Depression he helped build bridges at Weldon, Tarboro and Bath. In 1937, he was transferred to the Sixth Division. One of his last projects was the Siler City by-pass on US 64. At present, he's busy on three county roads being built by State forces under agreement and tests with the Federal Bureau of Public Roads.

Smith was born in Harnett County.



HUNTER D. IRVING

SENIOR CONSTRUCTION Engineer Hunter D. Irving of Raleigh was born September 3, 1902, in Rockingham County.

Irving is a Wentworth High School graduate. In January of 1921, he was employed as an instrumentman by the Commission. He worked out of Pittsboro. In 1928, he was promoted to resident engineer. His first project was the paving of a double track road from Southern Pines to Pinehurst. For two years, he was a claims adjuster with the Right-of-Way Department. In 1933, he returned to his work as a resident engineer. Two important projects he directed were the widening from 18 to 30 feet of US 70 from Greensboro to Whitsett in 1930 and the construction in 1937 of the 3½ mile long bridge over Albemarle Sound. In 1938, he was promoted to assistant division engineer of the Second Division. He worked three years out of Kinston and eight years out of Greenville. In 1949, he was transferred and upped to his present position.

Irving's wife is the former Howard Morning of Hamlet. They have a 13-year old daughter, Donna Brooks. They are members of the West Raleigh Presbyterian Church.

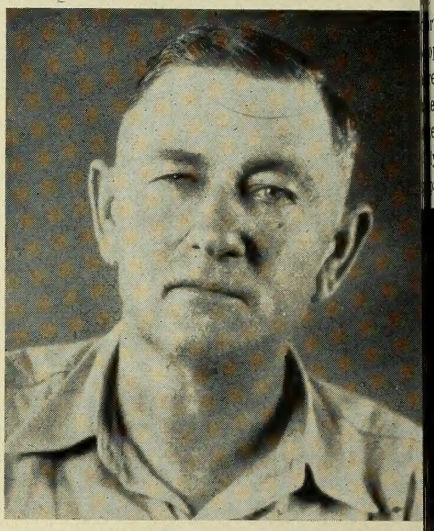
Irving's civic ties include N.C. Society of Engineers, Raleigh Engineers Club, Masons, and the Shrine.

In season, he likes to bird hunt.

DISTRICT THREE maintenance supervisor Grover C. Mauney of Murphy in the Tenth Division worked three years with the Cherokee County Road Commission before joining the State Highway Commission in 1921. He started as a foreman. In his words, "I worked in that capacity until promoted to maintenance supervisor February 1, 19 where I've worked ever since."

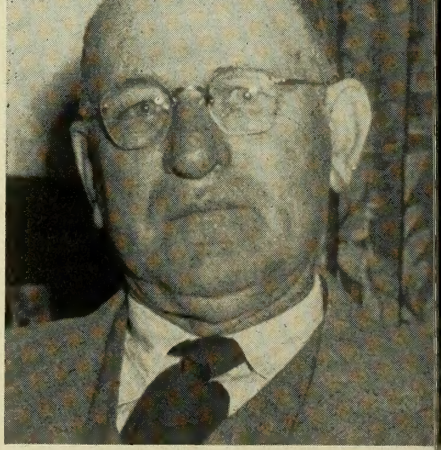
Mauney was born May 24, 1892. is married to the former Pauline Guire. They live on R.F.D. 1, Murp They have two daughters—Rebe (Mrs. Brown) Caldwell and Lou (Mrs. Kenneth) Caldwell.

The Mauney's are members of Peachtree Methodist Church. Off job, he enjoys hunting and fishi He likes to go to the Drive-In Thea His hobby is mining.



GROVER C. MAUNEY

SECTION FOREMAN John Hen Hauser of Yadkinville in the Eighth vision has held the same job for t last 30 years. "My territory started Yadkinville and ran to the Davie Cou line. A team of mules was used to p the drag. In 1922, a Nash Quad tru replaced the mules. I operated the ro machine. In 1929, I was given a spec section including all the highways Yadkin and Wilkes. In 1934, I was giv



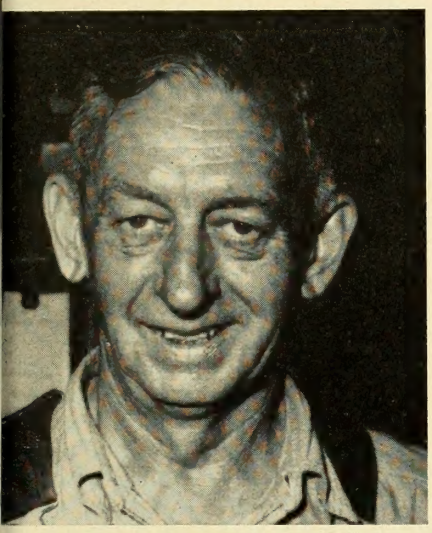
JOHN HENRY HAUSER

160-mile section to maintain. In 1948, tarted working with the gravel trucks ıich is my present assignment."

Hauser was born October 1, 1888, Yadkinville. He attended the Double .k School. His wife is the former net Reavis. They have three children: bon, Thomas and Jessie.

His outside interests are farming and urch work. Hauser's hobbies are fish-g, reading, swimming and travelling ight-seeing). He's a Mason.

MECHANIC Dewey Allen Dickens of e Raleigh Equipment Depot began ork with the Commission "at a little op on the Tarboro Road and Hargett reet which was 'Truck Patch No. 1'." ıe late Charles D. Farmer was super-tendent. Dickens recalls there were ly six employees then and that they paired old government equipment.



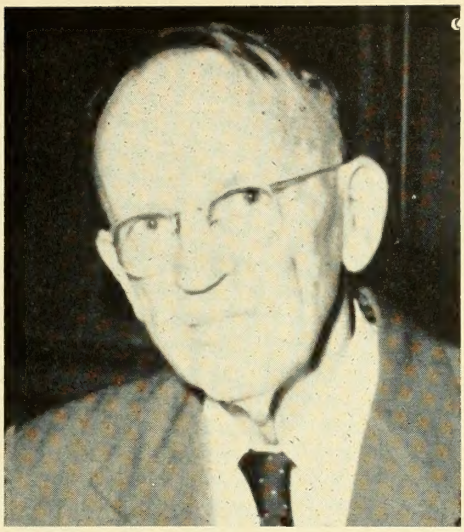
DEWEY ALLEN DICKENS

even months later, Dickens says, "We oved out on the Hillsboro Road which as dubbed 'Truck Patch No. 2'. I ıent 31 years there. In May, 1952, we oved over across the road to our new ıop. I am starting on another 30 ears of highway service. I've watched ome vast changes in equipment and oads."

His wife's name is Alda Tuda. Their aughter is Mrs. Armantean Dickens 'illiams. Dickens' hobby is fishing. e's a Baptist, and lives at 5201 Center reet in Raleigh.

Dickens was born July 11, 1899, in hatham County.

BRIDGE DESIGN engineer George Y. tradley of Raleigh is a strong sup-orter of the N. C. State Wolfpack ootball and basketball teams although has been almost fifty years since his raduation with a civil engineering de-ree from the West Raleigh College.



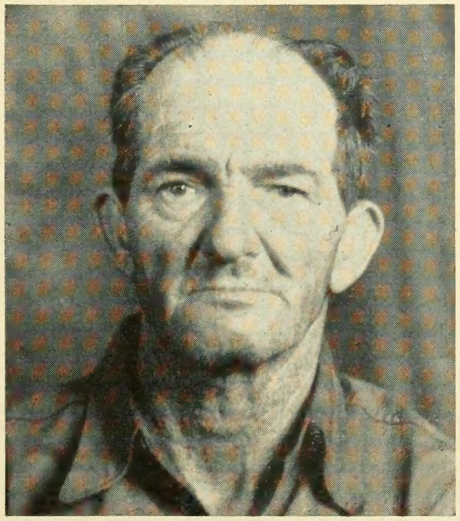
GEORGE Y. STRADLEY

Stradley was born over 60 years ago in Buncombe County. He is married to the former Lena Hartzell of Albemarle County. They have two children, Jean and Robert, who both live in Raleigh. The Stradleys are Baptists.

In describing his 30 years of service, Stradley says, "My highway work has been confined almost in its entirety to office engineering, e.g. drawing and checking plans for concrete, steel and timber structures. I check final structure plans, estimates, and the design and details of the fabricator's plans for structural steel. These plans are reviewed and changed when necessary to meet the requirements of our plans and specifications. I also keep record of the cost for structures on each completed project."

Mr. and Mrs. Stradley live at 225 Forest Road. Their daughter, Jean, lives with them. Their 26-year old son, Robert, is married.

Stradley enjoys quail hunting.



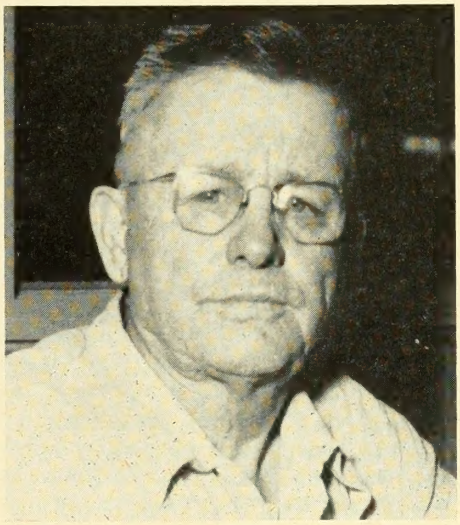
IVEY ODIST McCARTHY

MOTOR GRADER OPERATOR Ivey Odist McCarthy of Marion in the Ninth Division was born June 26, 1895, in Glen Alpine. He's a graduate of the Glen Alpine High School.

McCarthy started with the Commission as a tractor (roller steam) operator. For nine years he was road oil distributor operator. In 1933, he went to the old E Division where he subsequently operated a motor grader, a shovel, a road machine and a bulldozer.

He's a Methodist. His wife is dead. They have six children: Ivey, Jr., John, Eugene, James, Sarah and Mrs. Fay Merrill.

SHOP FOREMAN Grover B. Woodell of the Raleigh Equipment Depot is in charge of heavy trucks, tractors, and motor graders. He also does diesel engine work.



GROVER B. WOODELL

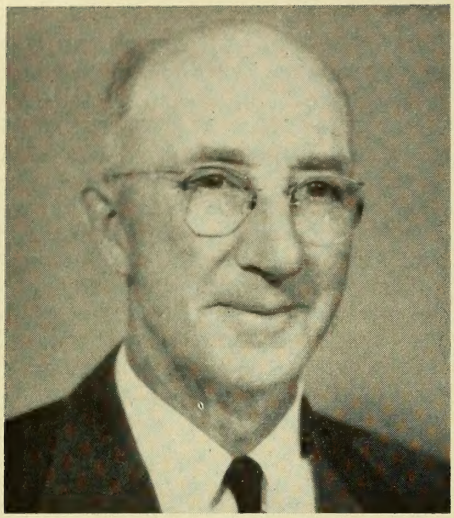
Woodell's highway service dates from July 11, 1921. The equipment depot was a small shop on Hillsboro Road. In his words, "It was then called 'Truck Patch'. I have spent my entire 30 years of work there."

He's married to the former Essie Davis. They are members of the Christian Church. They live at 211 North Harrington Street in Raleigh.

Foreman Woodell was born in Chatham County February 22, 1896. His outside interests are fishing and hunting.

FLOATING GANG foreman John F. Greer of the Eighth Division has been a foreman since the State took over the county road system. Over 30 years ago he began work as a maintenance worker under U. L. Fisher.

Greer was born in Watauga County and lives in Boone today.



JOHN F. GREER

His wife is the former Mamie Adams. They have a 35-year old son, Earl Greer, of Albemarle. The Greers are Baptists.

The foreman is a member of the Boone Chamber of Commerce. He likes all kinds of sports. He gets a big kick out of telling jokes and recounting amusing incidents.

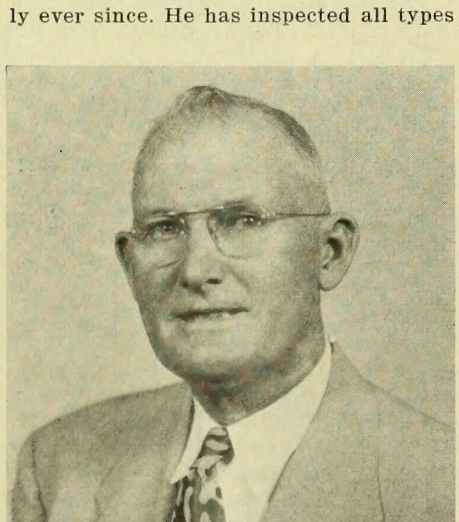
HIGHWAY INSPECTOR Sidney S. Hurt of the Third Division was born March 7, 1888, in White Oak, Bladen County.

In 1920, he worked as foreman on roadway construction for James Brothers. The next year he was employed as a carpenter by F. L. Grant, bridge contractors.

In May, 1922, he started with the Commission and has served continuously ever since. He has inspected all types of highway construction. The more notable projects he inspected are the Cape Fear River bridge in Fayetteville, the Cross Creek Bridge in Fayetteville, and the bridge across Deep River in Franklinville, in addition to numerous smaller bridges. He inspected the Bragg Boulevard which is a dual-lane concrete highway.

Hurt is married to the former Bonnie Downing. They live in Fayetteville and have four children—one son and three daughters—who are grown and married. Inspector Hurt's hobby is visiting and playing with his three grandchildren.

The Hurts are members of the First Baptist Church. His civic affiliations include Cape Fear Engineers Club and N. C. Society of Engineers. He's a Master Mason.



SIDNEY S. HURT



PARKS RAYMOND McCORKLE

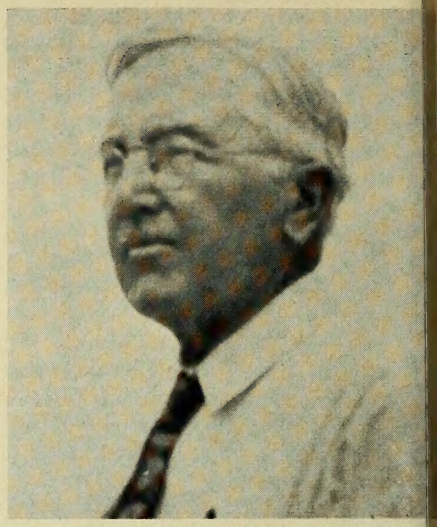
THE EQUIPMENT SUPERINTENDENT of the Seventh Division is Parks Raymond McCorkle. Born July 18, 1903, in Mecklenburg County, McCorkle graduated from the county high school.

In January, 1922, he started with the Commission in Maintenance. He worked with them through the following year, and then he transferred to Equipment in 1924 as field mechanic. He was located at Charlotte and later at Albemarle. In July, 1933, he was promoted to district shop foreman, and stationed first at Concord and then at Salisbury. McCorkle was promoted to equipment superintendent in July, 1939, and subsequently located at Salisbury and Charlotte.

His wife is the former Annie Dellinger. They have one boy—14-year old Carl Raymond. They are Presbyterians.

McCorkle is a Third Degree Mason of the Andrew Jackson Lodge No. 576.

Off the job, he relaxes by gardening.



ROBERT ROY ROPER

HIGHWAY ENGINEER IV Rob Roy (Bob) Roper of the First Divisi was born in Morganville, Kansas. attended old Trinity College (Duk from 1902 to 1905. His highway care began in 1921 when he started as instrumentman on location in easte Carolina.

Six months later he was promoted senior resident engineer in contract co struction. Important projects he supe vised are the road from Williamston Columbia, the Chowan River Brid near Edenton (longest bridge in t State at that time), concrete paving Washington County, the Pamlico Riv Bridge at Washington, and the Pasqu tank River Bridge (featuring a doul leaf bascule span) at Elizabeth Ci From 1931 to 1948, he was District O Engineer of maintenance in the Fi Division. In 1948, he was made reside engineer on the continuous girde bridge over the Meherrin River at Mu freesboro, "bond" construction in Gat County, and the location of "bon roads in Pasquotank, Camden, Cur tuck, Bertie, Hertford and Northampt counties. After 25 years with the Co mission, he's back at Edenton rebuil ing an earlier project—the Chow River Bridge.

Roper is married to the former Ne Cahoon. They have one daughter—Ne Gan (Mrs. T. W.) Weeks — and tv grandchildren. The Ropers are Metho ists.

He's a member of the Unanimi Lodge No. 7, A.F.&A.M., the N.C. S ciety of Engineers, and the N.C.S.H.E.

One ought at least to hear a litt melody every day, read a fine poem, s a good picture, and, if possible, ma a few sensible remarks.—Goethe.

SHOPS

(Continued from page 1)

rucks and mechanic's creepers. An overead exhaust fan carries off the sawdust nd trash.

The upholstery shop, supervised by . H. Bryson, makes as well as repairs ar and truck seat cushions. The upolsters make all the oil duck covers or truck bodies, the seat covers and ll the tarpaulins. They also cut and eplace broken windshield and window lass. A seven-to-nine Singer sewing nachine does the heavy stitching. Soon he upholstery shop will be moved, as . separate 50x100 foot upholstery room s now under construction.

Modern Magneto Shop

Foreman H. B. Holt oversees the vork of nine highly-specialized mechancs in the magneto shop. Since magneto vork is a tedious, precision type of vork, there are few qualified applicants or this type of work. Only two division hops—the Second and Tenth—have nagneto shops. The other eight divisons which are not equipped to do this ort of work send all their magneto vork to the Raleigh Equipment Depot. There is no lag in this work as there s always a backlog of magnetos and imilar units awaiting rebuilding and epair.

The magneto mechanics repair fuel umps, generators, starters, distributors, arburetors, hydrovac brakes and diesel uel injector pumps. They also tune up notors. One innovation these men are leased with is the orderly arrangement f their parts and supply bins.

On August 1, for the first time, a ield mechanic was sent in for a week's raining in the diesel injection pump nd hydrovac brake room. Since then here have been several more mechanics here for a week's intensive training. The Commission hopes to train one man rom each of the field shops in this elicate precision work. This training will enable these men to return to their ome areas better qualified to make adustments on fuel injector pumps in the ield. The diesel injection pump and ydrovac brake room is the only one f its kind in the State for the Highway Commission.

Parts Catalogued

Perhaps the greatest and most notable improvement has been made in the stock room. The Superior Manufacturing Company of Winston-Salem in cooperation with our equipment men drew up blueprints for steel bins for the grouping and storage of all highway supplies and parts. Overhead fluorescent lighting eliminates fumbling in the bins. Together men of the Superior Company and our men worked out and set up an excellent catalogue system which saves both time and steps. The clumsy, ill-arranged old wooden bins have been replaced with trim steel bins. The steel partitions can be either adjusted to size or removed. Erwin King is auto parts supervisor.

At least once and more often twice a week, trucks come in from each division to pick up supplies. Provision has been made for this weekly demand on supplies. Division requisitions are forwarded to the Depot prior to arrival of the trucks. Small parts and supplies are assembled in individual 3x5-foot wooden carts. Larger items are collected at designated loading bays to await arrival of the division trucks.

The gasoline-powered hydraulic fork lift is a handy machine which saves many back-breaking hours of lifting and arranging. It is simple in operation too.

Adjustable steel pallets make it possible for the stock room men to store highway supplies to the ceiling. Since the pallets proved so valuable as space-savers and can be easily moved by the hydraulic fork lift, our equipment men copied the idea in wood. Today the improvised wooden pallets supplement the steel ones.

One section of the warehouse is reserved for small replacement parts and accessories for Chevrolet, GMC, Corbitt, Ford, Dodge, and I.H.C.

In the second section of the warehouse, separated by a firewall and fire doors, are stockpiles (stacked to the ceiling) of maintenance tools, paints, shovel handles, cables, tires, wheel barrows, paint, steering gears and transmissions.

An interesting item is the "trickle charger" which keeps batteries charged to full capacity while in storage. Each trickle charger handles 50 batteries, ranging in size from 15 to 25 plates (heavy duty).

Perpetual Inventory

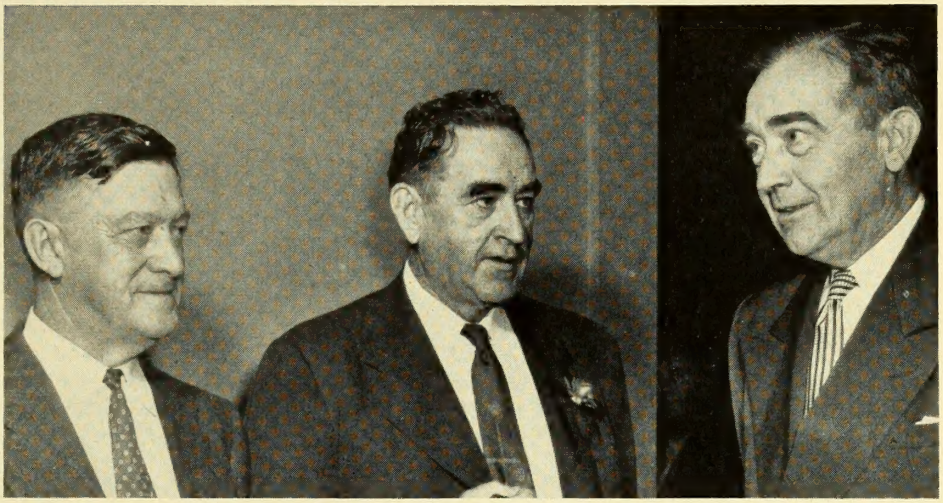
In the office, H. G. Finch keeps an accurate cross-file of all stocks and supplies on hand. His perpetual inventory shows that over 12,500 items (ranging from screws and spark plugs to heavy replacements on diesel tractors) are in stock. The value of the current supplies usually runs well over one and a half million dollars!

A Kardex record system controls the inventory. This perpetual record shows when an item is ordered, when received, its cost, when issued, and the quantity in stock. An automatic calculator facilitates the keeping of these records.

The oil-burning central heating system is in a building to itself. The new 250-horsepower boiler furnishes heat for all the shops as well as the stock room and offices. E. T. Pearce along with J. H. Crabtree designed and installed the central heating system.

Foreman C. H. Mooneyham is in charge of the yard labor.

State Officials Greet Employees



Governor Scott and Chairman Jordan were two of the principal speakers at the September convention of N.C.S.H.E.A. Both praised the highway employees for their accomplishments during the record-breaking road-building program. Paul T. Taylor of Winston-Salem, Eighth Division Commissioner, was also a guest of the convention. From left: Commissioner Taylor, Governor Scott and Chairman Jordan. (Photo from Winston-Salem Sentinel).

WHAT THEY'RE SAYING



A WORD OF CAUTION to people living on secondary roads—urging them to take care of their new paving—comes from the *News-Argus*, of Goldsboro. Here is the crux of the editorial:

"A lot of you people out there on the rural routes have paved roads running right by your door.

"A lot of you are still a little amazed at the fact that the paved road came right by your place and that that road is being paid for painlessly through gasoline taxes.

"It's wonderful to have such roads. Your automobile repair bills are off because of these roads. So are your tractor repair bills. And the housewives are delighted because less mud is tracked into the house.

"We heard Hiden Ramsey, vice chairman of the North Carolina Education Board, estimate that the cost of maintaining school buses in North Carolina last year was $500,000 less than it was a year ago. He said flatly that the cost of maintaining the buses was less because roads had been paved. . .

"These roads mean much to us. Let's keep them as long as possible. Let's treat them properly. Let's not damage them by getting on them with vehicles that are too heavy for such roads. Let's keep farm machinery which might cut pavement off them.

"If we see flagrant violations of regulations for various roads by heavy vehicles, let's do our duty and make reports that will stop such violations.

"Those roads cost a lot of money. With proper care they will last much longer than they will without care."

Along the same lines, *The News and Observer* of Raleigh published an editorial headed "Watch Those Weights". It points to a statement by a highway commissioner during a brief discussion of requests to raise truck weight limits on secondary roads.

He said "cooler heads" among the pulp-wood haulers who asked the higher weight limits had decided they could live within the present limits. The newspaper quoted the commissioner as saying:

"They say they may have to make five trips instead of four, but they added they'll save enough in wear and tear on their trucks to more than save the difference". *The News and Observer* added:

"Also the present safer weight limits unquestionably will save a wear and tear on the roads which in the long run will mean much to the pulp handlers and other truckers. The swift and careless using of any resource, whether natural or man-made, may seem to be the basis of a swift profit. The long term costs will have to be counted just the same—and paid for, too.

"Those who use the roads the most would be the first hurt—though by no means the last—if proper limits are not maintained and strictly enforced on the roads of the State."

The Scotland Neck *Commonwealth* thinks the Federal government should return more of the taxpayers' money to the states for building and improving the main inter-state highways. The *Commonwealth* asks, for instance, "Why should North Carolina alone bear the cost of improving Highway 301 and similar highways which are utilized to a large extent by citizens from other portions of the nation?"

The editorial continued: "Annually up and down Highway 301 there are more than a million persons heading to Florida in the winter time and back to the North and Northeast in the spring. Up and down Highway 301 millions of dollars in cargoes are hauled from the industrial East to the South and Southwest. These are the folks who are getting the most benefit from Highway 301, but the people of North Carolina are called upon to pay the freight.

"There is no substantial reason why the Federal government should not be called upon to build an artery of super-highways throughout the nation, put there for the interstate traffic. The funds should be turned over to the state and the building done by the state, but the Federal government should pay the bill out of the tremendous revenue it takes away from the taxpayers in the form of income taxes. Instead of eliminating or reducing federal appropriations for highway building . . . we should evaluate the situation from a national angle and greatly increase the appropriations so as to care for the traffic."

The fact that the Pigeon River ro project through Haywood County in Tennessee is nearing the bidding sta is a source of great joy to the *Mountain* of Waynesville, which noted: "In all o years in Haywood we have never seen t citizens here so solidly behind a proj as they are on the Pigeon River ro They realize, to the last one, the vi importance of the road to this ent area."

A lesson in coastal topography is ha ed out by the *Star* of Wilmington. It off by saying: "The announcement Division Highway Commissioner Will Clark of Fayetteville that a new arch-ty bridge will be constructed across the land Waterway to Topsail Island is h another indication that the State is rap ly moving to link the mainland with t chain of Outer Banks that form Nor Carolina's coast."

Then comes the lesson: "Topsail Isla of course, is so near the mainland th it's stretching things a bit to call it a pa of the Outer Banks. But it is, nevert less. It is but a continuation of that pa of the coast which includes Hatter Ocracoke, Shackelford, Bogue and Co banks. Topographically, Wrightsvill Carolina, Kure and Fort Fisher beach also are part of the Outer Banks cha as are Caswell, Long and Holden beach in Brunswick County."

The *Star* dreams of the day when continuous highway will link all t Outer Banks.

My Work

Let me but do my work from
day to day
In field or forest, desk or loom,
In roaring market-place, or tranquil
room.
Let me but find it in my heart to say,
When vagrant wishes beckon me astra
This is my work, my blessing, not my
doom:
Of all who live I am the one by whom
This work can best be done in my ow
way,
To suit my spirit and to prove my
powers;
Then shall I cheerfully greet the
laboring hours
And cheerful turn when the long
shadows fall
At eventide to play, and love and res
Because I know for me my work is bes

—Henry Van Dyk

Smart Man

Two grizzled mountaineers came dow from the hills and met in town.

"How's things at home?" asked one

"Well, my wife ain't talkin' to n this morning, and I ain't in the mo to interrupt her."

Division of Materials Personnel at Raleigh Office



This photo by Rell Clements of Fayetteville shows personnel in the Raleigh headquarters of the Division of Materials. nd a fine looking group it is, too. The gentleman at the extreme left, with only half his head and face showing, is C. T. armichael, Chemical Testing Engineer. The others, reading from left to right, are:

First Row: Joe Millsaps, Charlie Todd, Durwood Barbour, W. L. Collins, Bob Peele, F. S. Hardy, J. E. Daniels, George ray, H. F. Waller, Sr., Walter Sherron, and R. L. Patrick.

Second Row: Alma Perdue, Barbara Dean, Mrs. Mack Brothers, E. H. Curtiss, Dick Baker, C. E. Proudley, C. L. Jack- on, R. S. Jivatode, Mrs. Lucille Crawford, Mrs. Barbara Stanley, Elizabeth Wilson, J. E. Thompson, Luther K. Harkness.

Third row: John Knox, R. L. Sherrin, A. C. Dodson, Raoul Maynard, W. L. McCanless, Clyde Smith, Fred W. Mahler, r., Fred Waller, Jr., Russell Richardson, Ed Hill, C. G. Stephenson, Wiley Brown.

Fourth row: Wiley Stephenson, Bill Harris, J. T. Norton, Rex Stephenson, P. A. Taylor, Jr., G. W. Jordan, Wayne Mears, rchie Hathcock, Pete Head, Fred Byrd, Lloyd Stanley.

Back row: James Brandon, H. B. Jordan, James Garner, Robert Scarborough, J. P. Bourke, A. D. Morgan, Dewey ester, Townsend Holt, Frank E. Waller, Sid Atkinson, C. R. Penney, Abe Shekarchi, James Cole and Clifton Edwards.

CONVENTION

(Continued from page 3)

ation. He was reelected and voted an crease in salary.

Speakers at the general sessions in- uded Governor Scott, Highway Chair- an H. W. Jordan and Chief Engineer '. H. Rogers, Jr. All praised the high- ay employees for the splendid job they ave done in the record-breaking road 'ogram during the current adminis- ation.

The banquet speaker was William B. mstead, now Governor-elect, who said ate employees should be proud of eir jobs and the opportunity they have render service to their fellow-citizens. . D. "Tarvia" Jones, safety director r the Motor Vehicle Department, was aster of ceremonies. He was presented by J. W. Jenkins, assistant division engineer in the Fifth.

In his President's Report, Jim Council reviewed activities and accomplishments of the Association during the year and reported that its membership had grown to a record-breaking 9,500.

The convention adopted a budget setting expenditures for the ensuing year at $21,234. Also adopted was a motion to increase the annual dues from $3 to $4, with $1.50 being retained by the local Unit and $2.50 going to the Association's general fund.

Other action taken included adoption of resolutions:

Request increase in insurance for prison guards to $1,000.

Appoint a committee to report at the next convention of a "welfare" plan to pay benefits upon retirement or death of members in good standing.

Work for elimination of two-thirds rule on merit raises, with each employee to be granted an annual increment to the top of his bracket.

Recommend that long-time temporary employees be placed on the permanent pay-roll.

Request the Personnel Council to review the salary ranges of sign department personnel with the view of raising them to maintenance department levels.

Determine whether it would be practical to establish a specified date for payment of salary checks to all employees.

Urge appointment of a qualified director of personnel.

Request that highway employees be relieved of paying rent when they occupy State-owned houses, even though it may be necessary to deduct the rent from their salaries.

Review the classifications and salary ranges of bridge maintenance employees.

Prison Report

New Prison Warehouse is Modern Storage Unit



THE NEW WAREHOUSE at Central Prison has greatly facilitated the storage and distribution of all prison supplies.

In February, 1951, men from the Bridge Maintenance Department supervised the laying of the foundations for the 100x300 foot building. Lloyd W. Cutting was in charge of construction. Skilled prison labor built the big brick and cement-block structure at a sizeable financial saving to the State. Just eight months after the starting date, the building was completed and ready for use.

The warehouse serves as a central clearing house of all supplies for the whole State-wide prison system. Items come in and are charged out to the various prison camps at the same marked price as when sent in. It is run on a non-profit basis. Stock ranges from tiny sewing needles to large 9x3 foot heavy iron hotel cooking ranges. No perishables are handled — only staples and commodities. H. E. Holland is superintendent of the warehouse.

Any surpluses in canned products are sent in from the various prison camps. They are in turn checked out to other camps. There is even a row of large cardboard boxes crammed full of men's discharge clothes which have been donated by church, civic and charity groups.

One corridor is lined with wooden bins filled with shirts and pants made by the women at Woman's Prison in Raleigh. In another corridor are stacked over 10,000 pairs of shoes. Over 4,000 pairs of rubber boots are also in stock.

Commercial sources furnish the stockpiles of knitted garments (underwear, socks, caps, sweaters and gloves). Other items stocked include baskets, beds, chinaware, tableware, plow parts, harness parts and stove parts.

One appreciated item is the aluminum vacuum insulated hot food and liquid carrier which insures fresh, hot lunches for the road gangs.

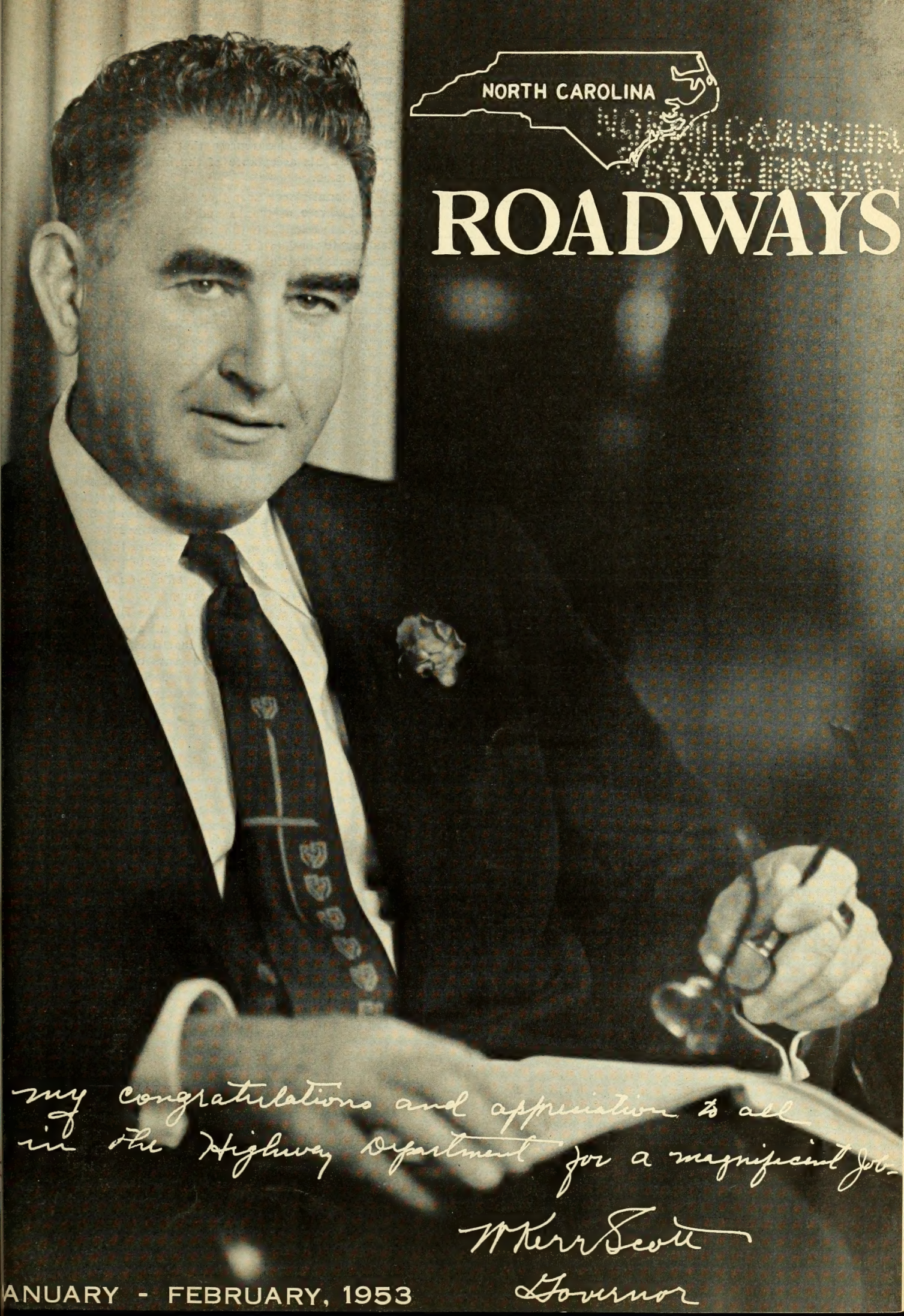
Other supplies on hand include roofing, coal buckets, wash boards, lawn mowers, and cane bottom chairs.

Coffee is ordered in 30,000-pound lots and is bagged and delivered 10,000 pounds at a time. In one aisle are stacks of 100-pound bags of rice, salt, sugar, flour and dried beans. In another corridor you'll find canned goods — potted meat, corned beef, hominy and peanut butter. Other staples in stock are oatmeal, cereals, crackers, cornstarch, baking powder, jello, and dessert batter.

The old warehouse, farther on down the Southern Railroad siding, now is used to store supplies like paint, soap and steel for the prison industries. (Photo by Bill Mingis.)

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ROADWAYS

my congratulations and appreciation to all in the Highway Department for a magnificent job.

W. Kerr Scott
Governor

ANUARY - FEBRUARY, 1953

NORTH CAROLINA ROADWAYS

A Magazine for employees of the North Carolina State Highway and Public Works Commission

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Deserved Tribute

ON THIS MONTH'S COVER we honor Governor W. Kerr Scott, the man responsible for North Carolina's record-breaking road-building program. We think this is entirely appropriate, particularly at this time when Governor Scott is near the end of an administration that has pushed and supported the highway program night and day since he went into office.

His road program is near successful completion. The State has surpassed the 12,000-mile goal of new secondary-road paving pledged when the bond issue was voted in 1949. Thus, the State will get more miles of roads than it was promised. Vast economic benefits have accrued to all the people of the State from the road program, and the people will continue to enjoy these benefits for many years.

At the Commission's first meeting in the new Highway Building, on September 30, it gave formal and official appreciation to the Governor for his highway program. Following are excerpts from the Commission minutes:

"The Chairman advised that he had extended a special invitation to Governor W. Kerr Scott to be present at this meeting, which was the first session of the Commission held in the new Highway Building for which the Governor made a special appropriation and in which the Governor had maintained keen interest since the original plans for the building had been discussed. This first meeting in the new building, the Chairman explained, followed closely upon the completing and surpassing of the goal of 12,000 miles of new secondary road paving which was set by Governor Scott when he presented his road program to the people of North Carolina. The Chairman pointed out that the Governor had inaugurated North Carolina's record-breaking highway program, had done everything in his power as Chief Executive to push the program to a successful completion with untold benefits to all the people of North Carolina, and that through the Governor's unflagging interest and support it was now possible for t Highway Department to own a handsome new building desig ed and constructed especially to fit the various functions the Department. The Chairman stated further that Govern Scott had sent his regrets that an out-of-town engageme prevented his acceptance of the invitation to meet with t Commission.

"Commissioner Earp therefore moved that the Commissi extend a vote of thanks and deep appreciation to Govern Scott, on behalf of the entire Highway Department, f making it possible for the Department to have such an ad quate and beautiful building as the State headquarters of t Highway and Public Works Commission, and for the Go ernor's zealous and vigorous support of the highway progra continually throughout his term of office. This motion w seconded by Commissioner Barnwell and was adopted una mously."

Solid Accomplishment

(From *The News and Observer*, October 27, 1952)

THAT THE GOAL of 12,000 miles of paved seconda roads has been exceeded in less than four years is an accom lishment in which Governor Scott, highway officials and wor ers can take pride. Even more gratified by the speed wi which the program was carried out are the thousands of T Heels who live along the 12,000 miles of paved roads.

By September 30, 13,573.48 miles of rural roads had be paved since work began on January 1, 1948, according to D Henry Jordan, chairman of the State Highway Commissio Before January 1, 1953, the total mileage will be increased 499.92, he said, which means that the present administrati has paved more roads in four years than all of the previo administrations had paved.

Nor have primary highways been neglected. Dr. Jord said that more than 736 miles of new primary roads have be built and another 1,834 miles of primary roads have be improved. Also, 4,096 bridges have been constructed, a 13,902.81 miles of roads made into all-weather roads by t application of gravel, sand and clay.

As impressive as are the statistics about the extent a speed of this road-building program, even more startling the fact that most of these many miles of roads could paved from the funds in the $200,000,000 bond issue, in a ti when construction costs have risen almost daily. It is obvio that good business practices, as well as speed have been appli in this ambitious program.

Thus, North Carolina can lay claim to another "first", completing the biggest job of road building ever undertak in the United States. This paving program will benefit n only the people who use the roads, but also businessmen neighboring towns whose shops and offices previously had be all but inaccessible to those who lived on dirt roads. An because a segment of the population has been helped, all the citizens of the State have been helped, too. This va program, the vision which created it and the speed of i execution, represents a solid and lasting accomplishment f North Carolina.

"The engineer has the fascination of watching a figment his imagination emerge with the aid of science to a plan c paper. Then it moves to realization in cement, metal or energ Then it brings new jobs and homes to men. Then it adds to t security and comfort of these homes. That is the engineer high privilege among professions."—*Herbert Hoover*

—Virginia Highway Bulleti

A Message From the Chairman



Again we come to the end of a year full of great accomplishments by the State Highway Department. All of us—every man and woman in the Department—can look back over the year's work and take deserved pride in what has been done.

A large part of this issue of ROADWAYS is devoted to facts and figures showing how well you have done your job; I shall not go into the statistics here. I am certain, however, that you will want to read your record of achievement. You might want to keep this copy of ROADWAYS for future reference, since it covers in detail a period of road building unprecedented in this or any other state. It is a story you helped to write.

North Carolina is a far better state, in every way, because of the job you've done. The State glories in your accomplishments, and that appreciation will extend far into the years to come.

It has been a busy year and a fruitful one for our folks in the Highway Department. We can afford to look with confidence to the year ahead. We know we've been tested and found amply able to take care of our job and our responsibilities in a way that reflects great credit on our Department and on our State. We *know* what we can do; we know we have what it takes to do it.

And as we enter the holiday season, I'd like to extend this age-old greeting to all Highway Department people and their families:

A VERY MERRY CHRISTMAS AND HAPPY NEW YEAR!

Cordially,

Harry Gardner

Highway Progress By Divisions
From Jan. 1, 1949 To Sept. 30, 1952

DIVISION	Miles of Secondary Bond Roads Paved	Bond Money Spent For All Purposes	New Bridges	New Culverts 36" Diameter or Larger	Miles Paved on County Roads Other Than Bond Roads	Miles Stabilized	Miles of New Primary Highways Paved	Miles of Primary Highways Improved	Money Spent on Primary Construction and Improvements	Total of All Money Spent on Road and Bridge Construction	Secondary Paving Programmed for Last Quarter in 1952
FIRST	914.4	15,269,246.00	515	564	273.7	967.	71.1	197.3	$ 7,689,100.00	$ 26,142,566.00	106.6
SECOND	1,192.447	17,465,007.54	343	593	196.623	956.55	28.73	249.176	6,284,546.29	26,398,801.67	52.1
THIRD	1,278.3	18,263,969.00	529	1,036	212.2	1,356.	118.2	278.6	10,883,856.00	31,673,988.00	30.8
FOURTH	1,396.09	15,550,008.00	181	735	215.	1,398.	41.4	123.7	6,474,957.00	25,216,010.00	117.6
FIFTH	870.12	17,050,785.00	178	235	152.42	1,461.02	42.82	109.92	9,018,068.00	32,014,742.00	5.07
SIXTH	2,092.8	19,437,755.45	281	815	114.3	920.3	71.59	123.35	7,554,562.59	33,120,225.37	38.3
SEVENTH	1,768.42	17,857,490.68	507	443*	239.57	1,812.84	68.69	52.24	5,595,810.00	25,901,303.08	55.85
EIGHTH	703.8	16,700,912.00	727	1,570	76.3	1,898.5	108.6	91.2	9,356,050.00	28,530,992.00	
NINTH	1,014.3	14,800,000.00	346	445	112.1	2,141.9	73.	388.2	9,638,000.00	26,697,000.00	76.
TENTH	668.2	16,326,330.00	489	1,429	82.4	990.7	112.4	220.1	9,210,158.00	27,456,288.00	17.6
TOTALS	11,898.877	$168,721,503.67	4,096	7,865	1,674.613	13,902.81**	736.53	1,833.786	$81,705,107.88	$283,151,916.12	499.92

*Pipe 60" in diameter and up.
**Does not include 3,000 or more miles stabilized and later paved.

Paved Road Mileage Doubled In N. C. Under Scott Program

By C. A. UPCHURCH, JR.

WHEN THE SCOTT administration ends in January, North Carolina will have more than double the mileage of paved roads it had when he took office.

New hard-surfaced roads paved during his administration will total 14,810 miles.

That's 179 more miles than the 14,631 miles paved in North Carolina in all the years preceding the Scott administration.

The figures were released today by Highway Chairman Henry W. Jordan.

They reveal that North Carolina will have a total of 29,551 miles of hard-surfaced rural roads—outside of cities and towns—by the end of this year.

Only Five States Have More

That's equal to once around the world at the equator—and then some. In all the nation, only five states have more paved mileage than North Carolina. They are Texas, California, New York, Ohio and Pennsylvania. All five have bigger populations and more motor vehicles than North Carolina.

(See tabulation on opposite page for figures by divisions.)

At the beginning of this year, the North Carolina highway system contained 66,547 miles—the largest state — maintained road system in the country.

Chairman Jordan's figures show that a total of 11,898.87 miles of paving was laid prior to September 30, 1952, on secondary roads financed by the $200,000,000 bond issue voted by the people of North Carolina in June of 1949.

An additional 1,674.61 miles of county roads other than bond roads were paved between January 1, 1949, and last September 30. Throughout the State, a total of 499.92 miles of secondary paving was definitely programmed to be completed between September 30 and next January 1.

The three figures total 14,073.41 miles of paving on secondary roads during the present administration.

That's over 2,000 miles above the goal of 12,000 miles of secondary road paving set by Governor Scott when he took office. In other words, North Carolinians are getting many more miles of paved roads than they were promised when the secondary road program was projected.

If all the materials used for the surface and base of the new secondary roads were hauled by rail, it would require 7,500 trains of 100 railroad cars each.

Primary Highway Work

On the primary highways, a total of 736.53 miles of new paving has been laid. An additional 1,834 miles of primary highways have been improved by widening and resurfacing.

Add the 736.53 miles of new primary paving to the 14,073.41 miles of secondary-road paving and you get a total of 14,809.94 miles of new hardsurfacing laid in North Carolina since January of 1949—more mileage than was paved in all the years before.

The record shows that no other state ever approached the magnitude of the highway job done in North Carolina—and that means it has never been approached anywhere else in the world.

And on top of the tremendous road-building job, the Highway Department has kept abreast of its routine task of maintaining the 66,500 miles in the largest state road system in the country.

Engineers Do Great Job

It's been a back-breaking job. The load fell heaviest on the 200 key engineers in the Highway Department and their aides, designers and assistants. Engineers are scarce in times such as these, and so the 200 manfully shouldered the burden and carried it to and beyond the goal. They had to plan and manage the secondary-road program in addition to their normal work and responsibilities.

Some of them died under the overload.

In addition to the paving and maintenance, the Highway Department made other record-breaking achievements between January 1, 1949, and September 30, 1952.

4,096 New Bridges

It built 4,096 new bridges and installed 7,865 new culverts of 36-inch pipe or larger. Thousands of smaller culverts were installed. It stabilized 13,902.81 miles of country roads for all-weather use by applying courses of stone, gravel, sand and clay. This figure does not include 3,000 miles or more of roads stabilized early in the program and later hard-surfaced.

Throughout the gigantic program the Highway Commission has worked as a team under the leadership of Chairman Jordan. The commissioners and their divisions are: First Division, Henry G. Shelton of Speed; Second, W. Guy Hargett, Richlands; Third, A Wilbur Clark, Fayetteville; Fourth, Dr. R. E. Earp, Selma; Fifth, James A. Barnwell, Burlington; Sixth, George S. Coble, Lexington; Seventh, M. Otis Poole, Candor; Eighth, Paul T. Taylor, Winston-Salem; Ninth, Joseph Graham, Iron Station; and Tenth, L. Dale Thrash, Asheville.

Until early this year, the commissioner in the Eighth was Mark Goforth of Lenoir, who resigned and was succeeded by Commissioner Taylor.

293 Millions Spent

On the financial side, the State has spent $283,151,916 on road and bridge construction since January of 1949. Additional millions have been spent on maintenance.

Up to last September 30, a total of $168,721,503 had been spent on secondary roads from the $200,000,000 bond issue. Much of the remainder had been allocated to specific projects to be completed as weather and time permit.

Money spent on primary-highway construction and improvements totaled $81,705,107.

The other money spent on the road program came from the county-road betterment fund and other established funds set up in the highway budget and derived from the regular highway revenues.

The cost of paving primary highways now ranges from $50,000 to $60,000 a mile for a single lane, and the cost of paving a secondary highway runs from $8,000 to $12,000 a mile. The figures do not include the costs of right-of-way, grading, bridges or any items other than paving. The cost of paving varies according to types, terrain and other factors. In mountainous areas, for instance, road-building is necessarily slower and costlier.

Following is a summary of the road work county-by-county in the ten divisions:

DIVISION ONE

Miles of secondary bond roads paved: Bertie, 101.5; Camden, 35.3; Chowan,

(Continued on next page)

Front View Of New State Highway Building



This photo of the new Highway Building was taken in November. It was shot from Capitol Square, directly in front, and the trees and shrubbery were utilized to hide the unfinished sidewalk and some odds and ends of building material stacked in front. The sidewalk now has been finished. The picture gives a good idea of the beauty of the building. Nearly all the highway offices have moved into the building, but it will be mid-January before movin is completed. The mailing and stock room, which will b located in the basement, probably will be the last to move Among the last will be the Highway Purchasing Depart ment and the Division of Purchase and Contract. Movin started in September, with each floor of the new buildin being occupied as it was finished.

(Continued from page 3)

44.7; Currituck, 30.1; Dare, 35.8; Edgecombe, 110.8; Gates, 46.9; Halifax, 127; Hertford, 60.7; Martin, 91; Northampton, 83.5; Pasquotank, 49.6; Perquimans, 33.1; and Warren, 64.4.

New bridges: Bertie, 60; Camden, 10; Chowan, 19; Currituck, 15; Dare, 14; Edgecombe, 13; Gates, 63; Halifax, 63; Hertford, 49; Martin, 96; Northampton, 38; Pasquotank, 20; Perquimans, 12; and Warren, 43.

New culverts: Bertie, 34; Camden, 48; Chowan, 16; Currituck, 31; Dare, six; Edgecombe, 43; Gates, 52; Halifax, 60; Hertford, 37; Martin, 107; Northampton, 27; Pasquotank, 56; Perquimans, 23; and Warren, 24.

Miles paved on county roads other than bond roads: Bertie, 25.4; Camden, 5.7; Chowan, 14.7; Currituck, 8.1; Dare, 18.2; Edgecombe, 34.3; Gates, 19.2; Halifax, 16.6; Hertford, 32; Martin, 13.1; Northampton, 45.4; Pasquotank, 10.9; Perquimans, 8.5; and Warren, 21.6.

Miles of roads stabilized: Bertie, 50.1; Camden, 40.3; Chowan, 42.3; Currituck, 35.4; Dare, .7; Edgecombe, 127.4; Gates, 70; Halifax, 133; Hertford, 51.6; Martin, 115.2; Northampton, 66.5; Pasquotank 46.7; Perquimans, 51.8; and Warren, 13

Miles of new primary highways paved Bertie, none; Camden, 6.6; Chowan, none Currituck, none; Dare, 1.5; Edgecomb 4.5; Gates, eight; Halifax, 37.5; Hertford 1.4; Martin, 9.1; Northampton, none Pasquotank, 2.5; Perquimans, none; an Warren, none.

Miles of primary highways widene resurfaced: Bertie, 22.5; Camden, 2.3 Chowan, 16.6; Currituck, 9.8; Dare, none Edgecombe, 25.9; Gates, 11.3; Halifa

(Continued on page 18)

Care and Operation of Equipment During Winter

By B. W. DAVIS
Chief Equipment Engineer

THE WINTER weather does not materially change the procedure for care and operation of equipment in North Carolina; however, it appears advisable to call attention to some of the items that do require attention. Cooling systems and batteries probably require more special attention than any other part of the equipment.

Anti-freeze is available in Equipment Department stock and is generally used in equipment that is in regular use provided the equipment is in condition for retaining anti-freeze; that is, provided the cooling system has hose that are sound, a radiator and water lines that will hold water and in general is in good condition.

Care of Cooling System

The amount of anti-freeze required for a specific unit of equipment depends on the volume of water required in the cooling system and the anticipated low temperatures for the area in which the equipment will be operated. As a general rule, a mixture of one part permanent type anti-freeze to two parts water is required to protect for temperatures as low as zero. Consult your Equipment Department representative for the amount of anti-freeze necessary for each individual piece of equipment.

Before adding anti-freeze, the cooling system should be drained and flushed. The cooling system should then be thoroughly checked for rust-clogged tubes, loose connections, loose radiator supports, unserviceable hose (soft, broken or cracked), and other causes for leaks. The thermostate should also be checked and it should have a heat range that allows a safety factor. If the equipment has a pressure type radiator, be sure it has a pressure type radiator cap.

The anti-freeze mixture in the radiator (and hence in all the cooling system) should be checked at intervals to be certain adequate protection is maintained. A check on the strength of the anti-freeze mixture is always advisable when low temperatures are predicted. It is often advisable to leave the anti-freeze in equipment during the summer months as a protection against rust.

Care Of Radiators

Equipment that is not protected with anti-freeze must be drained after each day's use. Every precaution possible should be taken to see that cooling systems which are not protected with anti-freeze are drained. Equipment is tagged to indicate that anti-freeze has been added in the cooling system. When an unprotected cooling system has been drained, the equipment should be marked with a distinctive tag on the steering wheel and a tag under the hood indicating that it has been drained. This marking is necessary in order to avoid the danger of having the equipment operated before water is added.

Often tractors, motor graders and large trucks that are not operated regularly and, hence, are not protected with anti-freeze are used for replacements when other units are under repair. Protection of these units by draining the cooling system will require close attention. The possible loss from a freeze warrants regular draining of such equipment after each use during winter months, regardless of the temperature on the day when the equipment is used. In some units of equipment the water pump is lower than drain cocks elsewhere in the cooling system and hence it is also necessary to open the petcock in the base of the water pump to completely drain the cooling system. To be sure the cooling system is thoroughly drained, be sure the proper petcocks are opened and are checked to see that they do not become clogged during the draining process.

Batteries Require Attention

Batteries require special winter attention because of the added load from heaters, defrosters and cold starting. The first item of battery maintenance is keeping the water in the battery at the proper level. The water level should be checked at least once each week. Add water as required to bring the water level to 3/8" above the top of the separators. It is more desirable to add water in small quantities at frequent intervals than to add too much water and flood out the electrolyte. Overflowing the battery cells causes damage to adjacent wiring and equipment, and it also causes the loss of battery acid.

Never Use Dopes

Add only water in the battery and never add battery dopes, special liquids or powders. These additives are not only useless but are often harmful.

Water should be added immediately before the equipment is used. During cold weather if a large amount of water is added in the battery and the equipment is not operated long enough to allow the fresh water and the battery acid to become mixed, there is a possibility that the water will freeze. A battery with a low charge is also subject to freezing and

(Continued on next page)

Machine Shop Men At Equipment Depot



Meet the men of the general machine shop at the Raleigh Equipment Depot. From left to right, front row: J. N. Sorrell (shoulder shown only), F. D. Graham, D. H. Brantley, G. J. Moore, J. B. Ross, J. L. McElveen, M. L. Tyson.

Back row, from left: H.C. Gillis, F. R. Neville, W. R. Highsmith, D. E. Matthews, G. P. McGee, W. M. Tilley, J. G. Reams, Roger Leonard, and Willie Mitchell.

R. C. Sedberry, J. H. Crabtree, Earl Perritt, R. E. Shuffler, G. S. Dean, C. E. Pollard, and H. L. Black were not present when the picture was made by Pete Bourke.

Carpenters At Raleigh Equipment Depot



The carpenters at the Raleigh Equipment Depot obligingly lined up for Photographer Pete Bourke recently.

From left to right, front row: C. F. Early, E. T. Bullock, H. W. Campbell, W. A. Tyson (foreman), A. H. Broughton.

Back row from left: Carl Jessup, M. S. Owens, J. M. Adams, Joe Lambert, W. R. Spikes, L. E. Johnson.

Jesse Holland, R. E. Danieley, and H. S. Garner were not present when the picture was made.

(Continued from page 5)

bursting. A winter check of a battery should include:

1. A check on all connections to see that they are clean and tight;
2. A check to see that there is a small deposit of grease around the terminal posts to eliminate corrosion;
3. A check for weak cells; and
4. A check of the specific gravity of the acid.

The generator should be checked for output and the voltage regulator should be checked for reaction. The fan belt should be properly adjusted to insure a proper rate of charge from the generator. The operator should watch the indicator to be certain the battery is being properly charged when the motor is running.

Check Tire Chains

Tire chains and mud and snow tread tires are available and should be used when there is ice or snow on the pavement. It is advisable to re-check tire chains that were used last year to be sure they are complete and usable. When chains are being used, they should be checked frequently and should be kept properly adjusted to eliminate excessive wear on tires and chains. Where mud and snow tread tires are used, be sure they are placed on the vehicle with the tread design in the correct direction. In addition to the use of chains or special tread tires, trucks on which snow plows are used should be partially loaded. This added weight is needed to give better traction.

Oils and lubricants tend to be somewhat less liquid in cold weather. In order to protect a motor against cold oil, it is advisable to watch the oil gauge during the period when the motor is being warmed up. The oil gauge will show high pressure when the motor is started and until the indicator approaches the normal position the load on the motor should be held as low as practical. Consult your Equipment Department representative for the proper weight and type oil and lubricant required for each piece of equipment. A large percentage of our cars, trucks and pick-up trucks are Chevrolet and the manufacturer of this equipment recommends SAE 20-HD (High Detergent) cylinder oil for winter and summer use. They also recommend that no cylinder oil heavier than SAE 20-HD be used summer or winter.

Keep Facilities Clean

Good "housekeeping" is a "must" in the care and operation of equipment whether the season be summer or winter. Clean storage with adequate fire protection is always most desirable. Efficient and clean facilities for lubricating, servicing and cleaning equipment at regular intervals are also necessary.

The Equipment Department's General Instructions specify "ALL EQUIPMENT DEPARTMENT EMPLOYEES MUST REPORT TO THEIR Mechanic Foreman (District Mechanic), Shop Foreman or Division Equipment Superintendent (Division Mechanic) in time of disaster such as flood, *snow*, severe storm, etc." A constant contact between Equipment Department employees and Maintenance Supervisory personnel is essential during winter months in order to insure full cooperation when snow removal or ice control is necessary. A current record of phone numbers and residence addresses should be maintained by both departments. Any changes in residences or phone numbers should be reported and recorded as soon as possible.

Prison Education Supervisor Named

James Walter Bryan of Raleigh was appointed supervisor of education in the State prison system and began his duties November 1.

Bryan was formerly employed as counselor of senior boys and teacher of mathematics at the Methodist Orphanage in Raleigh.

A native of Bladen County, Bryan was born January 8, 1923. He was educated at Buies Creek High School and Wake Forest College, where he received a B.S. degree. He did graduate work at the University of North Carolina, N. C. State College and Benjamin Franklin University, Washington, D. C. He has served as professor of mathematics at Campbell College and with the accounting department of the Reconstruction Finance Corporation in Washington, D. C.

He also served with the military occupation forces in Germany as a supervisor of investigation into subversive activities. He is a member of the North Carolina Education Association, the National Education Association, the North Carolina Classroom Teacher Association and the Presbyterian Church.

Education Program

In announcing Bryan's appointment, Prisons Director Walter Anderson said:

"The education division will seek to develop, coordinate and supervise educational experiences in the Prison Department designed to meet the training and rehabilitation needs of the prisoners. The purpose of the educational program will be to give prisoners certain general educational opportunities and as much training in vocational activities as is consistent with sound prison administration. Adequate use will be made of test results to determine placement of prisoners in training experiences comparable with their aptitudes and interests.

(Continued on page 20)

Concrete Tests Point Way To Stretching Road Funds

Samples Taken On New Roads

By J. E. THOMPSON

Physical Testing Engineer

When a concrete pavement is to be built, it must be designed to carry the maximum loads which will pass over it. Two factors which determine the load-carrying capacity of the pavement are the strength of the concrete and the thickness of the pavement.

A value for the strength of the concrete is chosen and the necessary thickness of the pavement calculated. The strength of the concrete and the pavement thickness are specified in the proposal and on the plans. Tests are made in the laboratory to determine the proportions of cement, aggregates and water necessary to produce concrete of the desired strength. These proportions, together with plans and specifications, are available to all bidders before they place their bids on the work involved.

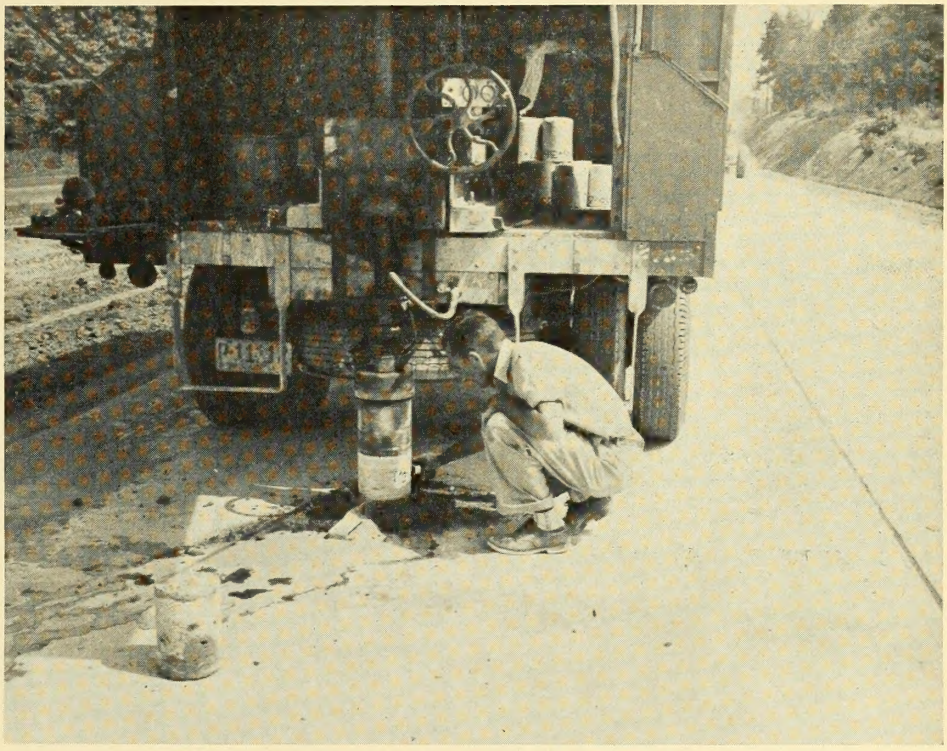
Thickness Specified

After a paving contract is awarded, the contractor must use in the concrete the proportions of materials as determined by the laboratory. The contractor is also expected to construct the pavement to the thickness shown on the plans.

It is recognized that, under field conditions, it is almost impossible for the contractor to construct a concrete pavement to the exact thickness shown on the plans. Therefore, the specifications permit him a tolerance of one-fourth inch in the average pavement thickness and one-half inch in the thickness of an individual section.

When the pavement is completed, it is necessary to determine whether or not the thickness is within the tolerance permitted by the specifications. The most practical way to do this is to drill cores from the pavement and measure the thickness of the cores. The laboratory maintains a core drilling apparatus for this purpose.

The core drill is an Ingersoll-Rand, shot type drill. The core drill apparatus is mounted on the rear of a one-and-a-half-ton Chevrolet truck, and is powered by a Ford V-8 motor. The drill consists of a verticle shaft, threaded on the bottom end so that the drill bit can be attached.



Here is a core drilling truck in action on the new lane of US 29 south of Lexington. H. B. "Squeaky" Jordan of the Materials Laboratory is pouring steel shot around the core drill bit which is cutting a cylinder from the new concrete pavement to determine its thickness. In the left foreground is a test core taken from another section of the highway. Such tests enable the highway department to check the thickness of the pavement for compliance with plans and specifications.—Photo by Pete Bourke.

The drill bit is a steel cylinder six-and-one-half inches inside diameter with a wall thickness of one-half inch and 30 inches long when new. The shaft is connected, through a series of gears and a clutch, to the motor in such a manner that it may be started and stopped and the motor left running. The shaft can be raised or lowered by means of a hand wheel, and the speed of the shaft is controlled by regulating the speed of the motor.

The core drill truck is fitted with a tank in which water, necessary to cool the bit while drilling, is transported. Necessary bins and compartments for storing steel shot, tools and supplies, and materials for filling holes after core are drilled also are provided.

How It's Done

In drilling a core, a steel collar approximately two inches wide and 10 inches in diameter is placed on the concrete pavement at the spot where the core is to be taken. A solid steel disk about two inches thick and five-and-one-half inches in diameter is then placed in the center of the collar. The collar and disk are for the purpose of holding the steel shot, used as a cutting medium, in place under the drill bit.

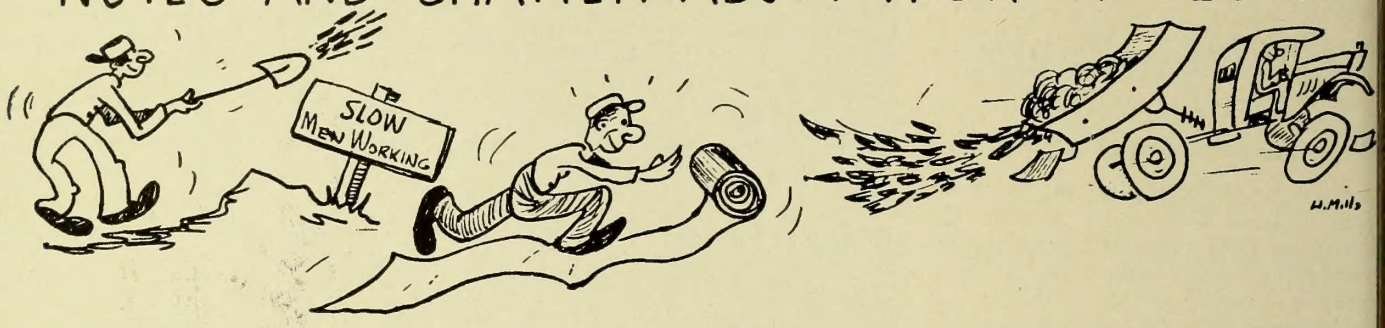
The drill bit, turning at a slow rate of speed, is then lowered to the surface of the pavement between the collar and the disk. About a quarter pint of chilled steel shot are placed around the point of the bit. A small stream of water is then applied to the bit to keep it cool during the drilling operation. Slow speed is maintained and light pressure applied until a shallow groove is made in the concrete. Then the speed of the drill and the pressure on it is increased until the drill has penetrated the concrete pavement.

The drill is then raised and the concrete core removed. The hole in the pavement is filled with concrete and the core is measured with a specially designed calipering device.

(Continued on page 20)

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



DIVISION ONE
SHIRLEY JONES
Division Correspondent

TO IMPROVE THE SERVICE, radios have been installed on the ferries at Oregon Inlet, Manns Harbor and East Lake.

OUR SYMPATHY to the families of *J. C. Gardner* and *W. N. Poyner* who died recently . . . Gardner died November 25, at the age of 77 . . . He started with the Commission in 1919 . . . In 1921, he was made district engineer . . . For 24 years, he was Division Engineer of Division One . . . He was held in high esteem by all who knew him . . . His passing is a great loss to his family and friends . . . *Poyner* before his retirement in 1948 had been custodian of the Flight Strip in Currituck for many years . . . He died November 8, at his home in Barco.

CONGRATULATIONS to the proud parents: *Mr. and Mrs. O. C. Rountree* of Gatesville and *Mr. and Mrs. M. W. Bunch* of Edenton.

R. E. THOMAS, better known as "*Bear*" to all his friends, was injured on the job November 6 . . . He's still abed at the Albemarle Hospital.

DIVISION TWO
JASPER L. PHILLIPS
Division Correspondent

THREE MEN from Equipment—*E. M. Woolard, W. W. Fortescue* and *E. D. Credle*—took short vacations at Thanksgiving.

GET WELL WISHES to *W. L. Clark, W. G. Worthington* and *Claud P. Hardy* who were out for a few days . . . To *J. C. Gardner*, retired First Division Engineer, who is severely ill at his home in Tarboro.

WE ARE HAPPY to welcome *Thelma Exum* back to the Division Office . . . she returned after an illness of several weeks.

MESSRS. MARKHAM, *Gilbert, Gray, Bishop, Johnson, Griffin* and several others from the Second report a successful goose and duck hunt at Lake Mattamuskeet in November . . . Damp weather prevented any picture-taking of their kill . . . It was just right for the ducks, however.

OUR SYMPATHY to *W. J. Starr*, resident engineer of Plymouth, in the death of his wife, Mrs. Patty Sherrod Starr, in September . . . She was 51 and had taught in the Roper School . . . She is survived by her husband and two children: Mrs. A. R. Willis, Jr., and W. J. Starr, Jr.

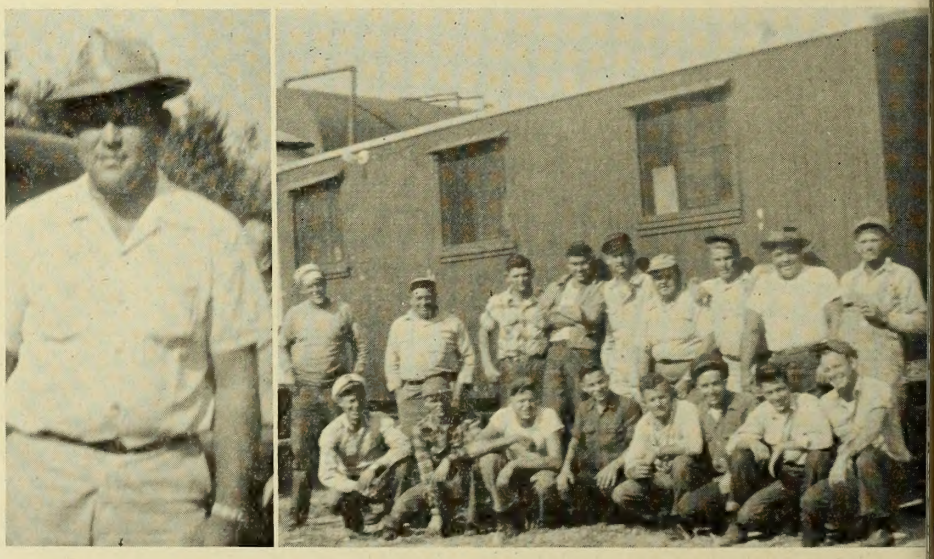
INSPECTOR *Thomas W. Barber* of Jacksonville died of a heart attack in November . . . He was buried with Masonic Rites . . . *Barber* had been with the Commission about five years . . . Our sympathy to his widow and son.

MR. AND MRS. L. C. BUNCH, JR., announce the birth of a son, Jimmy, November 4 . . . *Bunch* is with Equipment.

JOHN ADAMS and *Heber Gray* spent a Saturday in November fishing . . . Between them they caught three fish!

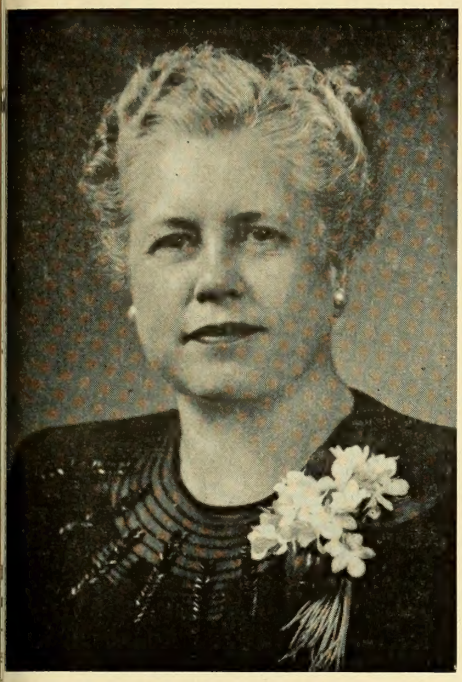
THE PITT Chapter of the N.C.S.H.E.A. had an oyster roast at the Highway Garage in December . . . Invitations invited the members to the mock marriage of "Matilda Lovejoy Honeycone to Tracy

Foreman and Crew in Second Division



The Second Division is proud of the work of their Road Oil Department. Foreman John Hill and his crew on mixed-in-place-roads have been busy this season That's foreman Hill on the left. The crew of 20 lined up on the right. Sorry we don't have their names.

Mrs. VanLandingham



A distinct honor has come to Mrs. VanLandingham. She was elected recently president-elect of a national association of 3,000 home demonstration agents.

As president-elect, she automatically becomes a member of the executive board of the organization. She serves a training period until October, 1953, when she is formally inaugurated in Buffalo, New York. She succeeds Mrs. Carmen Johnson of Colorado.

Mrs. VanLandingham has served on the executive board for the past three years. In 1950-'51, she served as councilor for the southern region (consisting of 13 southern states and Puerto Rico). Last year, she was second vice-president of the association.

She is a graduate of Mooresville High School and Flora Macdonald College. She was an assistant instructor of Home Economics at the latter.

Since 1937, Mrs. VanLandingham has been Edgecombe County's home demonstration agent.

She is married to J. W. VanLandingham, gang foreman in District Three, Division One, at Tarboro.

Hobo Liquorstill" . . . The novel party was enjoyed by all.

THE LENOIR County chapter of the N.C.S.H.E.A. met at the equipment shop in Kinston in November . . . A fish stew was served . . . Gratification was expressed for the five-day work week . . . All employees agreed there are no set hours for the highway folks during emergencies.

HUGHES A. WHITE, section foreman at Pollocksville, retired December 1, due to ill health . . . He had been with the Commission since 1919.

WESLEY RAY CROSS

Wesley Ray Cross, 53, died December 4, in Kinston. He had been with the Commission 31 years. Before his retirement a year ago, he was district mechanic in the First Division.

DIVISION THREE

SAM M. WILSON
Division Correspondent

THE THIRD WELCOMES the return of *Wilton C. Grimes* . . . He was recalled into the Armed Services in January, 1951 and was discharged September, 1952 . . . While in the Army, Grimes served with the Engineers Corps by building roads and airports in Japan and Hawaii . . . Grimes has been assigned to the Construction Department in Fayetteville as Highway Inspector II.

THE NEW HANOVER Chapter of Unit No. 3 of N.C.S.H.E.A. had a delightful seafood supper at Faircloth's on Wrightsville Sound, Friday night, October 10 . . . *Bob Ashworth*, county chairman and delegate to the State Convention read the minutes of the Convention and explained several features of them . . . *C. E. Joyner*, Bridge Department, also spoke and answered questions.

TWO OF THE SECRETARIES in the Division Office have moved into new homes recently . . . *Jackie Russ* and her husband are now settled in their new home on McDaniel Street in Fayetteville . . . *Clara Moran* also moved into a new home with her family on Southern Avenue.

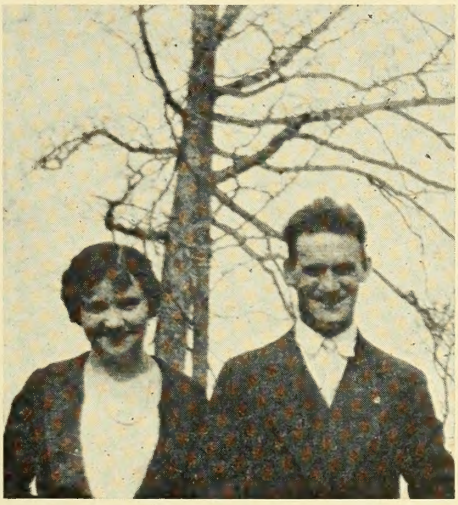
OUR SYMPATHY to *Wilhelmina Ellis*, secretary in the Right-of-Way Department, in the death of her father, R. D. Ellis . . . He had been in failing health for several months.

CONGRATULATIONS to *Mr. and Mrs. Stacy Bolton* on the birth of a son, Iran Franklin, October 8 at Sampson Memorial Hospital . . . The newcomer weighted in at eight pounds.

ROAD OIL FOREMAN *T. G. Faircloth* moved his family into a new home near Autryville.

BEST WISHES to the newly-weds . . . *L. H. Bullard*, road oil truck driver, and Betty Joe Sessoms were united in marriage October 11 . . . *N. W. Johnson*, road oil truck driver, and Edna Horne were married October 4.

25 Years Together



Mr. and Mrs. Andrew Floyd Penninger of the Back Creek Community were married November 23, 1927. This year they celebrated their silver wedding anniversary at an open house for their friends.

His parents, who celebrated their golden wedding anniversary in 1945, were present.

Mrs. Penninger is the former Grace Smith. He has been with Maintenance in the Seventh for many years.

DIVISION FOUR

WADE H. PRIDGEN
Division Correspondent

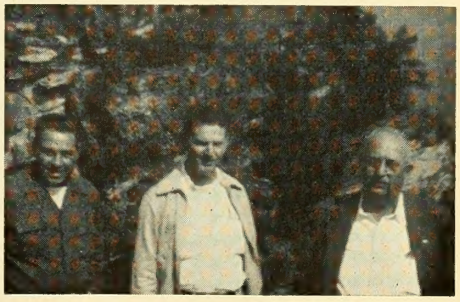
THE FOURTH is so happy to have its division engineer—*T. J. McKim*—back with them after a several months illness . . . He returned to work October 1, and is getting along fine.

THE NEWLYWEDS—*Mr. and Mrs. Earl A. Crump*—have returned from their Florida honeymoon . . . She's the former *Sarah Ann Dillon* of the division office . . . They were married in October at the First Christian Church in Wilson.

WELCOME to *Alma Moore* who replaces *Mrs. Earl Crump* as steno-clerk II.

WORKMEN'S COMPENSATION Claims for injuries were filed by *Chester Morris*,

Road Oil Wheels



Tar Wheels in the Road Oil Department of the Ninth Division line up. From left to right, that's Jim Reep, Erwin Champion, and Supervisor S. B. Brinkley.

This Is The Highway Commission



This photograph of the State Highway and Public Works Commission was made by Photographer Rell Clements of Fayetteville on September 30, 1952, on the occasion of the Commission's first meeting in the new Highway Building.

Miss Ina Ferrell, secretary to the Commission, is seated at the right. Chairman H. W. Jordan is at the head of the table. From left around the table, the Commissioners are: Henry G. Shelton, First Division; W. Guy Hargett, Second; A. Wilbur Clark, Third; Dr. R. E. Earp, Fourth; James A. Barnwell, Fifth; Chief Highway Engineer W. H. Rogers, Jr.; George S. Coble, Sixth Division; M. Otis Poole, Seventh; Paul T. Taylor, Eighth; Joseph Graham, Ninth; and L. Dale Thrash, Tenth. Until last spring, the Eighth Division Commissioner was G. Mark Goforth of Le-

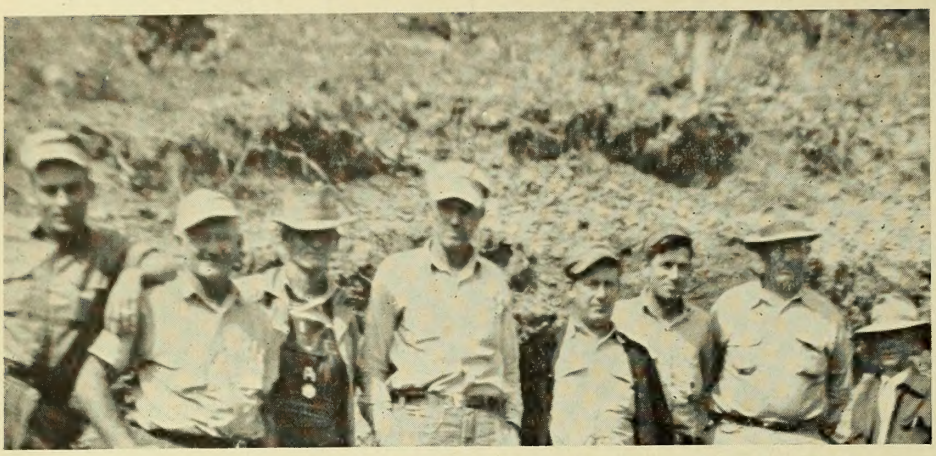
cting The State's Road Program



oir, who resigned and was succeeded by Mr. Taylor.

This Commission took office in 1949 and soon ound itself loaded with the $200,000,000 secondary oad-bond program—a task heavier than any previ- us Commission had ever been called upon to face. 'his, therefore, has probably been the hardest-work- ng Highway Commission in the State's history. De- nands on the Commissioners' time and energy have been heavier than ever before. This Commission will be long remembered for successfully completing a job that many openly predicted could not be done—the building of more than 12,000 miles of paved secondary roads in less than four years while carrying on the many other phases of Highway Department activity. This Commission has chalked up a fine record of public service.

Employees in Cherokee County



This picture was taken of the employees on the Joe Brown Road job in Cherokee County. From left to right, are: Charles Griffith, Ray Waldroup, H. G. Harper, Math Leatherwood, Max Sneed, John Ferguson, C. H. King, and Bassie" Wells.

William Chester Page and *Andrew Hart* of District One . . . By *William D. Phipps, Elmer Wallace* and *Nelson Holland* of District Two . . . By *R. M. Pendergraft* and *S. W. Sykes* of District Three . . . And by *Odis Leo Newsome* of Road Oil.

CONNECTICUT GENERAL Insurance Claims were made in District One by section foreman *J. E. Carter's* son, Bruce; Truck driver *Roy C. Wallace's* wife, Doris Jean; M. O. (RMO) *John Williams'* wife, Ella Mae; Gang foreman *Ernest R. Skinner's* son, Ernest, Jr.; and gang foreman *Stuart L. King* . . . In District Two by section foreman *B. E. Pittman's* son, Edwin; Shovel operator *L. O. Brown's* daughter, Geneva Sue; Section foreman *Rondal Nichols;* and section foreman helper *Durwood B. Strickland* . . . In District Three by M. O. (T. O.) *R. B. Puckett;* Gang foreman *C. P. Sledge's* wife, Helen F.; and M. O. (MGO) *C. E. Nelms'* wife, Ella Ruth . . . And R.O.M.O. (RO) *Nathan Johnson's* wife, Eula Gray.

WELCOME BACK to *Bennette Flowers* of Location who played baseball last summer with a Boston Red Sox farm club, to resident engineer *K. G. Andriessen* who went on a tour of duty with the Navy, and to *Wade R. Brooks, Jr.* who was hurt in an August accident.

THE SICK LIST includes two road oil truck drivers—*Eddie Jones* and *Ennis Dorsey* . . . *Jones* was in the hospital . . . *Dorsey* was hurt on the job.

EQUIPMENT EMPLOYEE *Hersel "Buddy" Smith* was out sick.

ELTON CORBETT and his wife are mighty pleased since the recent birth of a new daughter.

TOM KOONCE and *L. H. Coley*—two Construction employees—resigned recently . . . *Koonce* accepted the job of office engineer on the Buggs Island Dam project . . . Resident engineer *S. O. Southall, Jr.*, says, "We're losing two valuable employees."

T. D. CANNON, section foreman with Maintenance, died October 30 . . . Our deepest sympathy to his family.

J. W. FERGUSON, resident engineer and long-time employee, will retire December 31 . . . He had been on sick leave for some time.

F. M. EDGERTON, District Engineer, went on a three-day fishing trip recently . . . Wonder how many he caught?

GEORGE BRINKLEY, Equipment Superintendent, is the proud owner of a new home.

DIVISION FIVE

J. W. JENKINS
Division Correspondent

DURHAM COUNTY NEWS . . . Maintenance supervisor *Kirk M. Duncan* has returned to work after a hospital stay . . . Blacksmith *C. E. Clements* is in Watts Hospital due to a heart condition . . . Floating gang foreman *J. H. Poole* is now improving at his home after an operation . . . Senior Right-of-way engineer *W. D. Moon, Sr.*, spent an enjoyable week in Michigan visiting his sister . . . *Mrs. Inez Stallings*, First District steno, is leaving in January to go back to the farm . . . Our Sympathy to Maintenance supervisor *C. W. Crissman* in the death of his mother . . . Resident engineer *W. S. Sizer* is "batching" it again since Mrs. Sizer moved back to High Point.

GRANVILLE COUNTY NEWS . . . Maintenance supervisor *Roy Beard* has a new grandbaby . . . *Guy Wheeler*, motor grader operator, is in the Granville Hospital due to a heart attack . . . District engineer *M. T. Adkins* was on hand for the brunswick stew enjoyed by the Granville County folks . . . Floating gang foreman *G. E. Crutcher* is expecting his son, Tommie, home for the Christmas holidays . . . Tommie is in the Air Corp and stationed in Newfoundland.

PERSON COUNTY NEWS . . . Sectio foreman *Rush Oakley* is back at wor after being out with a heart conditio . . . Floating gang foreman *B. F. Vaugha* is still busy trying to perfect his san spreader . . . Maintenance supervis *Kyle Jones* says there may be lots o turkeys this year, but he hasn't got hi quota yet.

SICK LIST . . . Division Engineer *T. A Burton* has been out sick for severa weeks . . . *E. M. Coley*, gang foreman returned to work in November after be ing out sick since May . . . He's an ol section foreman in Guilford County of 2 years standing . . . *James Ward*, Orange is back after a sick spell.

OUR SYMPATHY to *J. B. Austin* o Orange County in the death of his father

NANCY MOORE of the Graham district office resigned to marry *W. Paul Allen* December 6 . . . *Allen*, formerly with Construction, is now working with Nell L. Teer near Baltimore, Maryland . . . *Mrs. Ruth Jarmon* replaced Nancy.

THE NEW DISTRICT Two office wa occupied just in time for the Christma party December 23.

GANG FOREMAN *B. E. Brewer*, Cam superintendent *B. T. Craig*, and divisio prison superintendent *Duke Paris* repor a big time was had in Washington, D. C . . . They saw the Redskins play footbal

ROBERT M. SCOTT, son of *Mr. an Mrs. K. R. Scott* of Greensboro, wa married to Barbara Adele Wilson daughter of Mr. and Mrs. James C Wilson, September 30.

DIVISION SIX

EDWARD C. DARDEN
Division Correspondent

NCSHEA DOINGS . . . Randolph Count employees enjoyed a chicken barbecu with all the trimmings on November in the division equipment shop . . . Moor County folks met in the American Legio Hut November 20 . . . Otis Banks an *Clifton Blue* gave talks . . . Lee Count members plus their wives had barbecu at the fairgrounds on November 21 . . *Warren Williams* and *Shelton Wicker* o Lee County spoke . . . Otis Banks showe a picture on safety.

TWO NEW citizens were born in th Sixth . . . *Mr. and Mrs. Louis Murrow* o Bonlee have a new seven and a ha pound son, Hugh Lynn, who was bor September 25 . . . *Murrow* is a road o foreman . . . *Mr. and Mrs. W. J. Boon* announce the birth of a son, James E ward, October 14 . . . *Boone* is par clerk in Equipment at Lumberton.

CONGRATULATIONS to *Charlie Russell*, truck driver, of Seagrove wh

ras married November 1, in High Point o Madge T. Ferree of Asheboro.

WE ARE SORRY to hear of the fire n September that destroyed *Warren Trueove's* home in Jonesboro . . . He's a nechanic at Sanford.

J. BUNDY ANDREWS, gang foreman f Lumberton, is now at the Veterans Hospital in Richmond, Virginia . . . Earlier, *Andrews* had a major operation t Watts Hospital in Durham . . . We wish im a speedy recovery!

SARA HELEN COVINGTON resigned December 1, to accept a position with the . B. Walker Shoe Company in Asheboro . . She had been with the Commission ince 1946 . . . Her friends, who will miss er, wish her luck in her new business enture . . . She has been replaced by *Irs. Esther Phillips.*

ROBERT AUSLEY, parts clerk in the division shop, just moved into his new home in Asheboro.

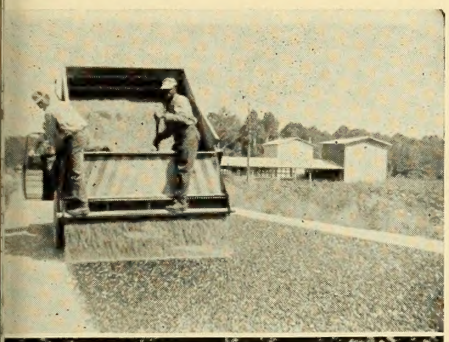
B. L. FISHER is spending some time in Hot Springs, Arkansas, vacationing and relaxing in hot baths.

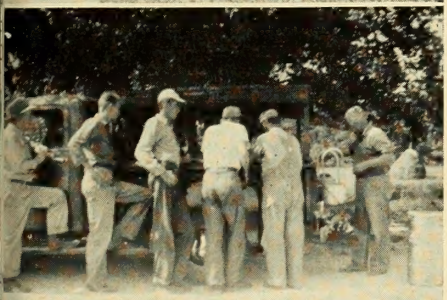
LEO LANE, division shop mechanic, took a ten-day vacation in Dover, Delaware.

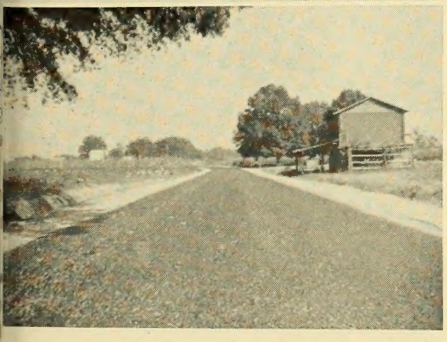
THE WIFE of *T. S. Reeder*, road oil mechanic, is visiting her parents in Ribencourt, France.

DONNIE SPEIGHTS of Lumberton died October 27 at the age of 75 . . . He was a life-long resident of Robeson County and had been with the State since 1923 . . . *Donnie*, one of the long-term employees of District One, successively had been a laborer, truck driver, carpenter, center stripe man and night watchman.

Road Oil Job

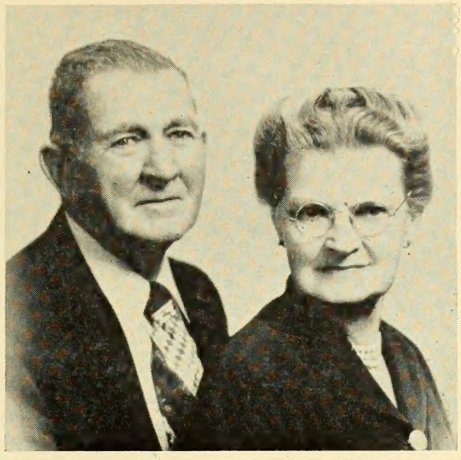






The top photo shows two of the road oil force spreading No. 11-A aggregate from NC 264 to old Raleigh Road at Flower's Cross Roads. The second scene is familiar. It's chow time! That's steward O. R. Barbour at rear of truck. The bottom photo shows the smoothly paved finished product.

Married 50 Years



Mr. and Mrs. T. O. Johnston of Paw Creek celebrated their golden wedding anniversary in November. They gave an open house for their friends. The Johnstons have four children: Mrs. Adrian Cathey, Mrs. P. A. Kelly, Mrs. L. M. Cathey, and Aubrey H. Johnston. They have eight grandchildren.

Mr. Johnston has been with Maintenance for almost 25 years.

DIVISION SEVEN

CHARLES R. SMITH
Division Correspondent

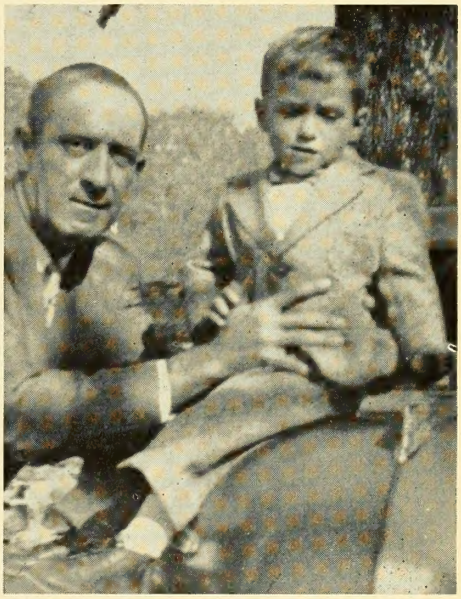
THE FOLKS in the Seventh appreciate their new five-day work week very much . . . They say "Thank you" to those who made it possible.

VACATIONS . . . These men took some time off recently: *J. G. Alexander, Jr., Charlie Carrigan, D. E. Dellinger, R. H. Gabriel, H. W. Goodrum, J. M. Hager, S. A. Irvin, T. O. Johnston, L. M. Kelly, E. K. McGinnis, W. M. Pender, A. F. Penninger, J. W. Ranson, J. B. Thornburg, W. Tilson, M. A. Montgomery, Fred Stewart, George Stillwell,* and *Floyd M. Brown . . . M. C. Bolick* of the Bridge Department and his wife spent several days visiting relatives in Hickory . . . Fishing off the Carolina coast during November were *C. W. Graham, F. W. Schenk, C. B. Harkey, H. M. Michael, P. W. Schenk, J. P. Basinger, J. D. Schenk, H. R. Morgan* and *L. A. Safrit . . . Preston Hough, P. L. Allen, G. K. Tyson* and *W. M. Crowder* spent a November week-end at Howell's Point and Windy Hill Beach Pier . . . Weather was fine, but no fish . . . *Crowder* had promised so many fish to his neighbors that in defense of his fishing prowess he had to *buy* fish.

W. R. MASKE'S son, D. R. Maske, just got out of the Army after 14 months in Germany . . . He's with Maintenance in a temporary job.

SICK LIST . . . *T. R. Scarborough* is still out sick . . . *John Gaddy* of the Bridge Department has been ill for some time . . . He's now in Memorial Hospital, Charlotte . . . We are pulling for the complete recovery of these two fine men.

Phil Bragg and Son



The late Phillip Evans and his small son, Phillip, Jr., of Red Springs are pictured above.

Phil, Sr., died from a heart attack November 12. His death was a shock as he had worked that day. He was a State College graduate and had worked for Construction since the early twenties. As resident engineer, he had been stationed in Ahoskie, Warrenton, Smithfield, Zebulon, Pittsboro, Chapel Hill and Raleigh.

His widow is the former Margaret Blanton of Shelby.

During World War II, Phil served with the Post Engineers at Laurinburg-Maxton Air Base. He was very active in the civic affairs of Red Springs. He will be greatly missed by all.

IT'S GOOD to see *F. B. Ranson* back on the job after an illness.

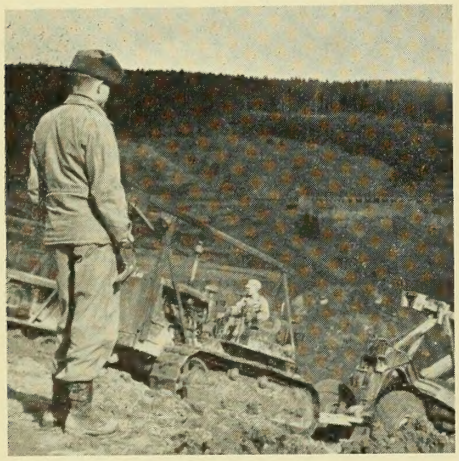
CONDOLENCES to the family of Mrs. D. A. Steele, wife of section foreman *D. A. Steele* in Maintenance and mother of *J. Q. Steele*, inspector in Construction.

NEW FACES . . . *Mr. and Mrs. C. A. Kirk* announce the birth of a son, Donald Allen, October 17, at Rowan Memorial Hospital . . . *The Kirks* have one other child . . . *Mr. and Mrs. K. M. Barrier* have a new baby girl who was born November 3 . . . *Mr. and Mrs. W. C. Vance* announce the October 18 addition of a son, William Ross . . . *Father Vance* is with the Motor Department in Troy.

ROWAN COUNTY members of the NCSHEA enjoyed an oyster supper at the Maintenance shed November 21 . . . About 100 folks were on hand . . . President *R. T. Rollins* presided.

P. J. SIDES, guard with the Prison Department, reports no luck on a recent deer hunt in eastern Carolina.

Baumholder, Germany



That's Lt. Miles Annas with his back to the camera. As officer in charge, he was looking over the construction of an Army rifle range in Baumholder, Germany.

Lt. Annas, resident engineer in the Seventh, was called back in the 346th Army Engineer Light Equipment Company, in August, 1950. He served almost a year in Germany.

Two other highway employees from Salisbury—Douglas Moss and John Driscoll—were stationed with Lt. Annas in Germany. All three are now back with the Commission.

DIVISION EIGHT
JAMES H. COUNCILL
Division Correspondent

MEN OF WATAUGA County had their first big snow this winter (an eight-foot one) to clear November 21.

WE'RE SORRY that *Clarence Cole* has been in the hospital . . . We hope he'll soon be well.

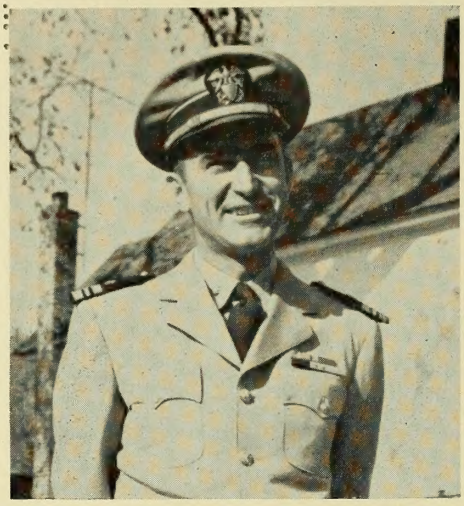
RALPH BAIRD who was out sick for several days is now back on the job.

GOOD LUCK to *Everett Cole* who has just been inducted into the Army.

WILLIE, the faithful colored janitor of the Lenoir office, chuckled and said recently, "This highway crowd really am something to 'continue' (contend) with."

HAPPY BIRTHDAY to those born in November . . . Here's the list with their home address and dates of birth: *Max T. Austin*, Boone, 23; *E. F. Baird*, Valle Crucis, three; *Ralph L. Baird*, Valle Crucis, eight; *E. P. Bolick*, Granite Falls, 14; and *Ross Jones*, Jefferson, 24 . . . Happy birthday to those born in December: *M. C. Absher*, Nathans Creek, seven; *R. O. Bumgarner*, Granite Falls, 25; *L. H. Correll*, Lenoir, 19; *M. T. Cuthbertson*, Lenoir, 16; *John G. Freeman*, Hudson, six; *Fred Krider*, Todd, 25; *Jasper A. McLean*, Upton, 30; and *James H. Taylor*, Deep Gap, 20.

Lt. Comdr. C. W. Lee



Former Resident Engineer C. W. Lee of the Tenth Division returned to the States in November after a year's duty in Korea. As an officer in the Civil Engineering Corps, he was in charge of a Navy Construction Battalion Unit engaged in construction and maintenance of Marine air fields. He was awarded the Legion of Merit by the First Marine Aircraft Wing for his work in support of the Wing's combat missions.

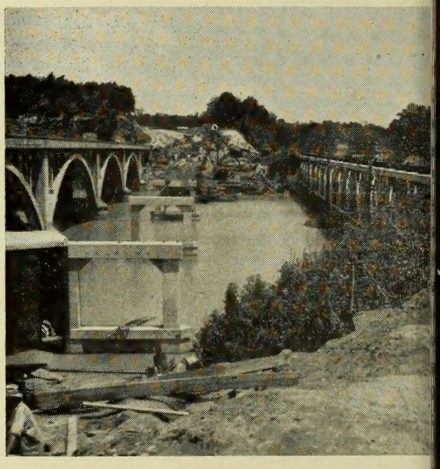
Lee as a Reserve was recalled to active duty in September, 1951. He is currently stationed in Charleston, S. C.

DIVISION NINE
JEAN CLINE
Division Correspondent

SIGNS OF PROSPERITY: The many new cars belonging to highway employees . . . These men, with the car make i parentheses, are sporting new autos: *S. Brinkley* (Oldsmobile), *Carl Till* (Buick), *C. E. Noggle* (Buick), *To Moore* (Dodge), *E. C. McKinney* (Me cury) and *Fred Biggerstaff* (Chevrolet

BRAND NEW CITIZENS were recentl born in the Ninth . . . *Mr. and Mrs. B. Gilbert* have a baby girl, Karen Arlee who was born November 1 . . . Her da is a truck driver in Lincoln County . . *Mr. and Mrs. Wade T. Harbin* have a so who was born November 5 . . . *Harbi* is with the Construction Department Statesville . . . *Mr. and Mrs. W. G. Edne* announce the birth of a daughter, D borah, October 9 . . . *Mrs. Edney* wa stenographer in the Shelby Right-of-Wa Department for several years . . . *Mr. a Mrs. Charles Goforth* are the prou parents of a baby girl . . . *Mr. Goforth* with the Sign Department . . . The sto delivered sons to *W. L. Warren* of Ale ander County and *E. D. Harris*, Catawl County.

New Bridge Piers



The piers for the new bridge over t Yadkin River between Spencer and Le ington on US 29, 52 and 70 have be completed. On the left is the prese highway bridge. On the right is t Southern Railway bridge. H. H. Ste art is the contractor. J. A. Kennedy the resident engineer.

PFC. DAVID R. MILLSAPS, w entered the Army from Iredell last F ruary, spent a leave at home recen before reporting to Camp Kilmer, N. for service with the Medical Corps Germany . . . He received congratulatio on the arrival of little David Ronald w was born October 3.

MOORE AND MOORE—*Fred Lee* Iredell and *John Willis* in Catawba—came permanent employees November

OUR SYMPATHY to *Mr. and Mrs. G. Mason* and family in the recent loss their 14-year old daughter . . . *Mr. Mas* is a machine operator in Lincoln Cou

Three Years Old



Little Betty Jean Driscoll celebrated er third birthday recently. She is the ıughter of Mr. and Mrs. John Driscoll ' Salisbury. They gave her a big cake ıd a new doll.

Betty Jean's mother is the former etty Hudson and her daddy has been ith the Commission for seven years.

. And to the family of *Elwin Douglas ·aly*, civil engineer of Marion and Asheıle, who died in Atlanta recently . . . *·aly* was resident engineer for the Comission for several years.

DEER HUNTING . . . Employees in istrict Three took advantage of the ening of the deer season to hunt in sgah National Forest . . . *E. D. Ricks* gged a six point buck; *Earl Estes* shot eight point buck; *David Burnette* got ıe with five points; and *Fred Barnes* gged a Spike . . . *Pete Hollis* lost his irt tail when the buck he hit, got away.

COMMISSIONER *Joseph Graham* and s wife have just returned from a trip to loxi, Mississippi.

MR. AND MRS. HARRY HUDSON plan visit their daughter, Mrs. William elch, in New York over the Christmas olidays . . . *Mr. Hudson* is employed in e Division Shop at Shelby.

MR. AND MRS. ALLEN GRAY recently ıcationed in Georgia . . . He's a Conruction employee.

MR. AND MRS. FRED SUMMERS ent a few days in Knoxville, Tennessee . . *Mr. Summers* is a sign department nployee.

A. B. DEVENY, truck driver in Clevend County, and family recently spent ree weeks in California . . . They visitl a son who is in service there.

MR. AND MRS. D. L. RINK report a onderful five-week trip to the West ast in October . . . They covered 20 ates and 7,415 miles! . . . They visited iends in Barris, Wyoming; a son at edding, California; a son at Fullerton, alifornia; the petrified forest; Tijuana, Mexico; and relatives in Spearman and Dallas, Texas . . . They toured the Knotts Berry Farm at Buena Park, California, which features boysen berries . . . They saw a ghost town that had been moved from its original location in the gold mining area of 1849.

SPEEDY RECOVERY is wished *Clifford Kelley*, *Dewey Curtis*, and *T. H. Packard* of Cleveland County who have been on the sick list . . . *O. L. Goodson* of Lincoln County has also been out sick . . . Little Ruth Ann Keever, daughter of machine operator *S. J. Keever* of Taylorsville, suffered a critical injury to her right eye . . . She is recovering nicely after a two-week hospital stay and surgery.

BACK ON THE JOB after being sick are Foreman *Ottie Setzer* of Iredell, Foreman *N. A. Kerley* of Alexander, and *J. L. McClure*, highway inspector of Rutherfordton . . . Stenographer *Melba Simpson* is back after an appendectomy and siege of flu.

VANCE B. REAVIS, foreman supplyman, is mighty proud of his only daughter, Virginia . . . She was State winner of the 4-H Clubs girl floor sanding competition . . . Her county, Iredell, 4-H organization could claim more State winners than any other county in the State last month.

OUR WELL WISHES go with *C. L. Allen* who was called to the Navy in October . . . He's from Iredell County.

Payday!



These two gals—Myrtice Wilder and Margaret S. Seagroves—are a welcome sight on payday. As a courtesy to the many highway employees in the Highway Building, these girls cash checks on payday. By cashing checks right in the building, they save highway folks a jaunt to the central Credit Union in the Agriculture Building. Myrtice is with the Department of Agriculture in the Credit Union Division. Margaret is a typist-clerk in the highway equipment department.

They set up shop each month in the blue print file room on the first floor of the old highway building in Raleigh.

DIVISION TEN

DAN TURNER
Division Correspondent

ROAD WORK . . . The Beautiful Valley River Valley between Andrews and Murphy on US 19-129 has undergone a major face lifting . . . The word, "Beautiful" fits in nicely for this stretch of road.

SWAIN COUNTY is glad to hear of the 13.38 miles of paved roads which are promised for 1953.

OUR DEEPEST SYMPATHY to the family of *Clint May*, Macon County foreman, who died recently . . . And to *Jack Almond*, truck driver, in the death of his mother.

GET WELL WISHES to *Mrs. J. M. Collett*, wife of the retired roller operator, to *Carl Bascombe Wells*, and to the baby of *Mrs. and Mrs. Clyde Buchanan* . . . *Wells* and *Buchanan* are truck drivers with Maintenance in District Three.

HUBERT GUY HILL says, "If absence makes the heart grow fonder, a lot of people ought to love their church."

R. L. CURTIS (Bobby), son of *Mr. and Mrs. E. L. Curtis*, has returned to the States after being wounded in Korea . . . Bobby is in the Marines.

TIME OUT . . . Clay Morrow and prison camp superintendent *Ralph England* vacationed down East where each went on a bear hunt . . . District mechanic *Boyd Hamilton* of Burnsville vacationed with his family at Andrews . . . Squirrel hunting and football talk comprised his entertainment while away from his job of keeping the equipment rolling . . . His son, Hugh "Pee Wee" Hamilton, former star football player at WCTC, is coach of Andrews High School . . . The senior Hamilton saw his son's team win a real thriller (20-19) from Robbinsville.

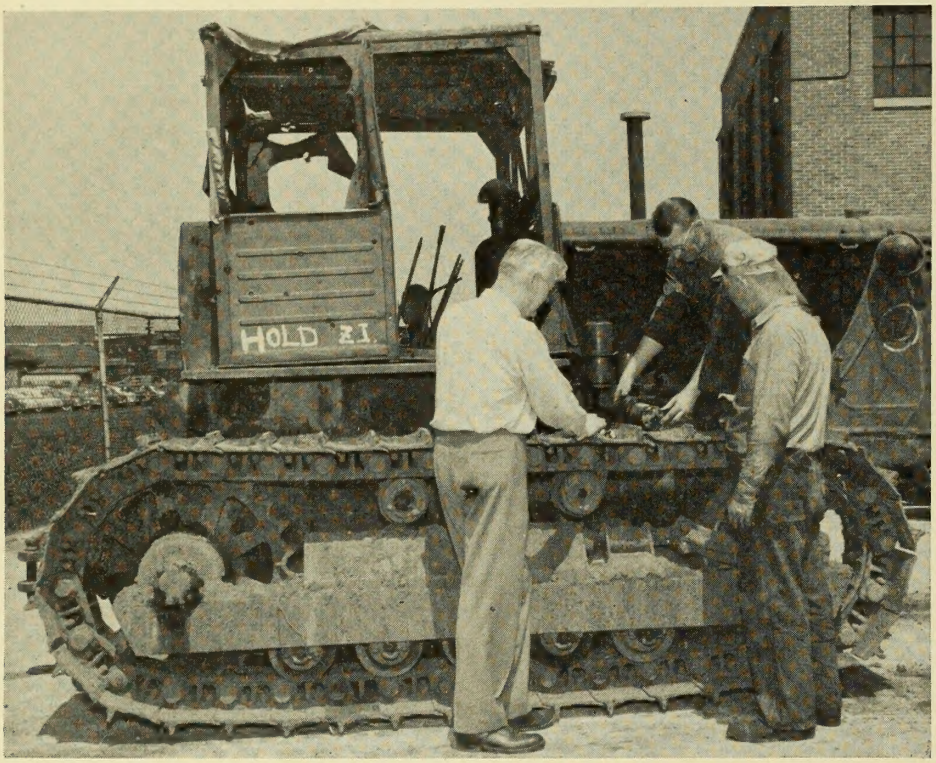
T. E. EDWARDS of Hawk has returned to work after a month and a half illness . . . He's a mechanic at Spruce Pine.

JACK GOUGE represented the equipment department of District Two at the annual NCSHEA convention in Winston-Salem in the fall.

THE QUICK THINKING of *John W. Ellis* prevented the destruction of Avery County Prison Camp No. 1001 by fire . . . The early morning fire of November 6, originated from a slow burning sawdust pile . . . It quickly spread to the woodlands bordering the prison buildings, equipment shops and a magazine filled with dynamite . . . *Ellis* rallied the Avery County highway employees . . . The Spruce Pine fire truck was called in . . . Prison superintendent *Virgil Vance* sent out an emergency call for fire fighters . . . Those who answered the call started at three in the morning . . . *Ellis*, *Vance* and their firefighters put down the raging

(Continued on page 20)

Russians Duplicate U. S. Tractor



J. M. Davies, left, director of research for the Caterpillar Tractor Company, and two mechanics examine the oil filter on the Stalinetz 80, a metric copy of Caterpillar's D-7 track-type tractor. The original probably was obtained through Lend-Lease 10 years ago.

Contrary to the current popular opinion, the Russians' keen knowledge of engineering and mechanics has been revealed probably for the first time in research on a track-type tractor which is a metric copy of a well-known U. S. manufacturer's machine.

Two well-built Red tractors—the Stalinetz 80—have been given detailed examinations by the Research Department at Caterpillar Tractor Co., Peoria, Illinois, and were found to be copies of Caterpillar's D7.

J. M. Davies, research director, said, "In our opinion, they are a well engineered, well manufactured copy, reflecting Russian practices, Russian machine tools and the raw materials available to the Russians."

Redesigned By Reds

Inspection revealed these sobering facts:

1. The Reds redesigned the machine to fit more convenient metric dimensions —no mean engineering feat.
2. Appearance was unimportant. The parts are rough on the outside, but careful attention was given where part finish and close tolerance is needed. Anti-friction bearings are very good.
3. Although raw materials available differ slightly, metallurgy on the Red copy is very good.
4. The tractors probably were produced on an assembly line basis similar to Caterpillar's.

Davies said "These machines were a great surprise to us. They are of much better quality than we had expected."

Captured In Korea

The two Red tractors were captured in a battered condition by troops in Korea. Because the pair were obvious copies of a standard Caterpillar D7, the Army's Corps of Engineers asked Caterpillar to make an examination. However, the information has been restricted until only recently.

Caterpillar engineers believe the illegitimate cousin of their D7, Caterpillar's second largest track-type tractor, was copied from machines obtained by Russia under Lend-Lease about 10 years ago.

Concerning the metric dimensionin Davies observed, "Considering all t parts which had to be changed, and al considering that the tolerances and fi of each of these parts had to be chang to metric standards, this is an achiev ment reflecting no slight engineeri skill."

Parts Interchangeable

He said proof that the Russians unde stand the principle of part interchang ability was shown by the fact that t actual Russian Diesel tractor engi operated by Caterpillar for tests w assembled from parts from two separ machines.

In the opinion of Caterpillar met lurgists, the final Red product is ju about what American manufacture would have done if the same materi were available.

"The Russians know where to ma parts hard and where to make the tough," Davies confided. "Hardness a toughness of their parts are about t same as we use."

He said Russian shop practices a quite different, however. Many of t finishes appear rough. From a casu inspection, their parts are not of as hi quality.

"However, where close tolerances a good finishes are essential for satisf tory operation, the Russian part fini or tolerance is good", he said.

In effect, the pirated models incorp ate all the vast knowledge of Caterpil engineers concerning track-type Die tractors. All the basic experience a knowledge that Caterpillar has appli to its design were freely taken a carefully adapted by the Red engineer

Davies said Caterpillar did not oper the complete tractor, but the research suspect that it would be more noisy a have a slightly shorter life than Caterpillar machine.

He said "We would criticize th manufacturing techniques on some pa and feel sure that the life of their mach would not be up to our standards.

"However, on the whole, we feel t it is a machine which would give sa factory operation."

The Russian tractors have no pr sions for a bulldozer blade or hydrau lift for the blade, at least on the captu models, which were undoubtedly used pull military equipment and supplies Korea.

Road Officials Honor Rogers

The Southeastern Association of State ighway Officials elected North Caro-na's State Highway Engineer W. H. ogers, Jr., vice-president for the coming ear. If custom is followed, Rogers will ecome the association's next president.

The 11th annual convention of SASHO as held October 15-17 in the Roosevelt otel in New Orleans, Louisana. The ssociation is composed of highway offi-als from Alabama, Arkansas, Florida, eorgia, Kentucky, Louisiana, Missis-ppi, North Carolina, South Carolina, ennessee, Virginia and West Virginia.

Chairman H. W. Jordan extended an nvitation to the association to come to orth Carolina for its next annual con-ention at a place and on a date to be lected. The invitation was accepted.

Delegates to the convention were leased at the choice of North Carolina r the next convention, having expressed uch interest in the State's vast road-uilding program. They anticipate a first-and study of the State's road system hile meeting in North Carolina next ctober.

N. C. Engineers On Program

Rogers served as chairman of the Com-ittee on Administration. Roadway de-gn engineer Edward Cothran gave a aper on "Now is the Time to Plan and esign Our Primary Highway System r the On-Coming Traffic Jam." Traffic ngineer Robert A. Burch gave a paper n "Performance of Centerline Materials", nd led a discussion on "Signs—Extent f Sizes and Reversal of Background."

The State was represented on important mmittees by: W. E. Hawkins, Edward othran, Road Design and Construction; . B. Taylor, Bridge Design and Construc-on; B. W. Davis, Maintenance, Equip-ent and Roadside Development; C. E. roudley, Materials and Tests; J. S. urch, R. A. Burch, Planning and Traffic ngineering; R. Getty Browning, Kenneth Vooten, Right of Way; Kenneth Wooten, egal.

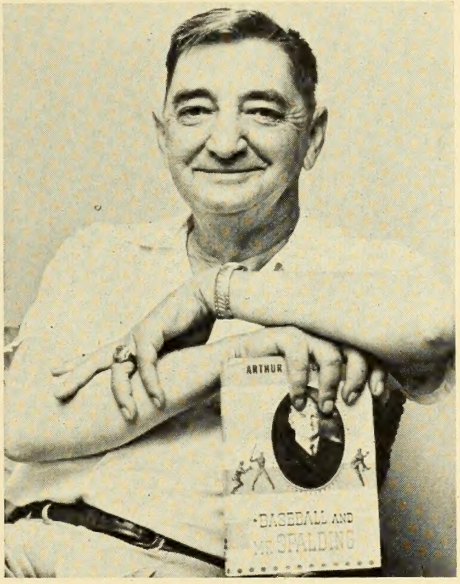
On the social side, B. F. Russell of the . F. Craven Company took the North arolina delegation on a bus tour of New rleans. Contractors and materials men rovided a five-hour moonlight cruise on ne steamer President. A buffet dinner nd dancing were enjoyed by the dele-ates.

Wives of the delegates were taken on two-hour walking tour of the French uarter, ending with luncheon at the ourt of Two Sisters.

Among the commissioners and engi-neers at the convention were: A. Wilbur Clark, Henry G. Shelton, Otis Poole, W. N. Spruill, L. E. Whitfield, T. A. Burton, M. E. Beatty, Z. V. Stewart, L. B. Peck, and W. M. Corkill.

A. L. Hooper, N. C. representative of the U. S. Bureau of Public Roads, also attended.

Baseball Fan



Henry C. Miller, Landscape Supervisor of the Fifth Division, is a rabid baseball fan of the Greensboro Patriots.

His lively interest in baseball dates from his own playing days at Rutherford College. He recalls, "My best game was against Guilford, in 1908, when they had Chick Doak and his brother, Bob. We lost 2-0—they had too much power at the bat—but I made several of the best catches of my life. I'll never forget one particular game with Oak Ridge, either. Colonel Holt (recently-retired superintendent of Oak Ridge and a Cleveland scout) was their catcher. Our pitcher uncorked a drop and it caught him right in the throat.

"That didn't put him out of the game, though. It hurt him plenty, but he came right back to finish the game. He's the best man I ever played against."

Miller was also a varsity tennis player at Rutherford.

He's 63 and has been with the Commission for the past nine years. Before that, Miller was with the Reynolds Tobacco Company and farmed for awhile.

"Although I haven't played much baseball since 1908, I follow just about every move in baseball today. I listen to every game I can, I read every line I can find on baseball . . . and I see the Patriots play every chance I get."

Highway History Comes Off Press

CAPUS WAYNICK'S history of the Highway Commission, NORTH CAROLINA ROADS AND THEIR BUILDERS, came off the press the last of October.

The first of the 5,000 copies have been distributed to the Highway Commission officials, contractors, friends and customers of the Superior Stone Company. Superior Stone's president, W. Trent Ragland had the book produced to tell, in prose and pictures, the history of the State's roads. It tells of the part played in the highway program by men, machines and materials. The story starts in the pre-Revolutionary War days and continues to the present time.

NORTH CAROLINA ROADS AND THEIR BUILDERS is dedicated to the men who helped promote and build our highway system and to those who devoted their lives to its construction and maintenance. In particular, the book is dedicated "to a great Governor who led the State boldly into its adventure in self-development—Honorable Cameron Morrison."

The book is divided into three sections. The first deals with a brief historical sketch of North Carolina roads from the earliest colonial road conditions through the economics of public highway service. Several interesting and valuable historical maps are included in this section. The second part deals with the State's road-builders of the period 1921-52. There are short life sketches of the State's engineers, contractors and materials men. The third section features scenic shots along the roads which have opened up the remotest parts of the State to easy access. The scenic tour starts in the rugged mountains of the west and continues through the industrial Piedmont to the rich farmlands of the east and on to the Outer Banks.

The handsome buff binding features a gold-embossed cloverleaf. The 308-page highway history has been printed on the finest slick paper by Edwards & Broughton Company of Raleigh. The book is a fine tribute to the State's roads and builders. It has been favorably received and deeply appreciated by its recipents.

Capus Waynick was chairman of the Commission from 1934 to 1937. Today he is the United States ambassador to Colombia.

Mr. Ragland underwrote the entire cost of the printing of the book and is handling the distribution.

ROADS

(Continued from page 4)

41.5; Hertford, 16.5; Martin, 2.4; Northampton, 44; Pasquotank, none; Perquimans, .4; and Warren, 4.1.

Miles of secondary roads scheduled to be paved between September 30, 1952, and January 1, 1953: Bertie, 5.8; Camden, none; Chowan, 5.1; Currituck, 9.8; Dare, .6; Edgecombe, 24.6; Gates, 6.4; Halifax, 4.9; Hertford, none; Martin, 13.6; Northampton, 4.4; Pasquotank, 3.5; Perquimans, 16.8; and Warren, 11.1.

DIVISION TWO

Miles of secondary bond roads paved: Beaufort, 119.09; Carteret, 77.4; Craven, 117.66; Greene, 129.04; Hyde, 64.85; Jones, 52.13; Lenoir, 152.88; Onslow, 132.07; Pamlico, 61.32; Pitt, 202.79; Tyrrell, 42.5; and Washington, 40.7.

Number of new bridges: Beaufort, 32; Carteret, 51; Craven, 56; Greene, 17; Hyde, 16; Jones, 19; Lenoir, eight; Onslow, 60; Pamlico, 11; Pitt, 46; Tyrrell, 16; and Washington, 11.

Number of new culverts: Beaufort, 36; Carteret, 39; Craven, 51; Greene, 81; Hyde, 14; Jones, 46; Lenoir, 122; Onslow, 35; Pamlico, 26; Pitt, 122; Tyrrell, seven, and Washington, 14.

Miles paved on county roads other than bond roads: Beaufort, 33.67; Carteret, 1.72; Craven, 19.45; Greene, 12.22; Hyde, 9.70; Jones, 12.56; Lenoir, 17.83; Onslow, 23.07; Pamlico, 2.2; Pitt, 38.69; Tyrrell, 15; and Washington, 10.5.

Miles of roads stabilized: Beaufort, 177.1; Carteret, 19.6; Craven, 82.35; Greene, 75; Hyde, 36.2; Jones, 27.5; Lenoir, 169.85; Onslow, 43.8; Pamlico, 36.1; Pitt, 215.55; Tyrrell, 27.9; and Washington, 45.6.

Miles of new primary highways paved: Craven, .7; Greene, .3; Hyde, 4.2; and Pitt, 23.53; others, none.

Miles of primary highways widened and resurfaced: Beaufort, 13.23; Carteret, 20.11; Craven, 34.91; Greene, 14.05; Hyde, 22.2; Jones, 4.57; Lenoir, 39.81; Onslow, 6.7; Pamlico, 11.3; Pitt, 46.41; Tyrrell, 7; and Washington, 28.88.

Miles of secondary road paving programmed to be done between September 30 and January 1, 1953: Beaufort, 14.5; Craven, 16.1; Lenoir, 5; Onslow, 11; Pitt, 5.5; others, none.

DIVISION THREE

Miles of secondary bond roads paved: Bladen, 160.3; Brunswick, 128.6; Columbus, 173.3; Cumberland, 206.3; Duplin, 223.5; New Hanover, 38; Pender, 135.9; and Sampson, 212.4.

New bridges: Bladen, 51; Brunswick, 68; Columbus, 83; Cumberland, 54; Duplin, 122; New Hanover, 24; Pender, 60; and Sampson, 67.

New culverts: Bladen, 182; Brunswick, 169; Columbus, 235; Cumberland, 93; Duplin, 159; New Hanover, 18; Pender, 117; and Sampson, 63.

Miles paved on county roads other than bond roads: Bladen, 14.6; Brunswick, 37.4; Columbus, 54.3; Cumberland, 16.5; Duplin, 21.3; New Hanover, .9; Pender, 7.1; and Sampson, 60.1.

Miles of roads stabilized: Bladen, 126.6; Brunswick, 91.2; Columbus, 257.3; Cumberland, 152.2; Duplin, 220.5; New Hanover, 4.5; Pender, 217; and Sampson, 286.7.

Miles of new primary highways paved: Bladen, 19.7; Brunswick, 11.7; Columbus, 16.4; Cumberland, 19.5; Duplin, 20.4; New Hanover, 2.4; Pender, 1.8; and Sampson, 26.3.

Miles of primary highways widened and resurfaced: Bladen, 25.3; Brunswick, 25; Columbus, 60.3; Cumberland, 74.4; Duplin, 31.7; New Hanover, 5; Pender, 36.8; and Sampson, 20.1.

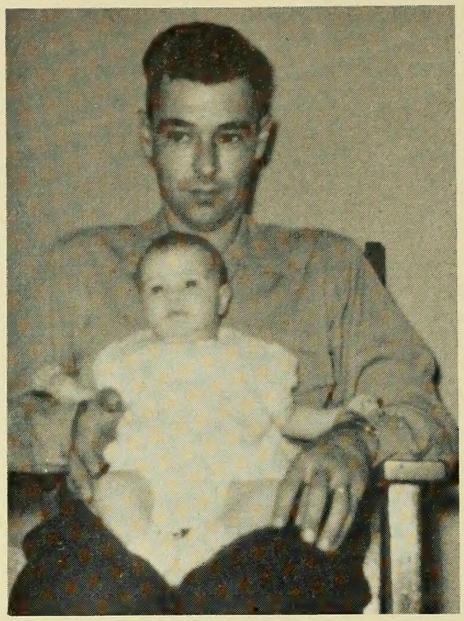
Miles of secondary road paving programmed to be done between September 30, 1952, and January 1, 1953; Brunswick, 8.5; Columbus, 8.5; Cumberland, 6.8; and Pender, 7.

DIVISION FOUR

Miles of secondary bond roads paved: Franklin, 123.7; Johnston, 303.6; Nash, 214.2; Wake, 272.69; Wayne, 256.6; Wilson, 159.5; and Vance, 65.8.

New bridges: Franklin, 18; Johnston, 41; Nash, 29; Wake, 34; Wayne, 28; Wilson, 22; and Vance, nine.

Father - Daughter



Charles Nunnery poses with his four-month old daughter, Charlene. He's a mechanic at the Raleigh Equipment Depot.

New culverts: Franklin, 37; Johnsto 243; Nash, 90; Wake, 94; Wayne, 10 Wilson, 131; and Vance, 31.

Miles paved on county roads oth than bond roads: Franklin, 23.9; Johr ton, 67.3; Nash, 16.1; Wake, 36.1; Wayr 31.8; Wilson, 28.1; and Vance, 11.7.

Miles of roads stabilized: Frankli 275.1; Johnston, 225.3; Nash, 144. Wake, 410.5; Wayne, 125.9; Wilson, 92. and Vance, 124.6.

Miles of new primary highways pave Franklin, none; Johnston, five; Nas five; Wake, 2.3; Wayne, 7.5; Wilson, 14. and Vance, 7.5.

Miles of primary highways widen and resurfaced: Franklin, 4.2; Johnsto 51.2; Nash, 6.8; Wake, 28.9; Wayne, 11. Wilson. 16.8; and Vance, 4.6.

Miles of secondary road paving p grammed to be done between Septemb 30, 1952, and January 1, 1953; Frankl 10.5; Johnston, 20; Nash, 16.4; Wal 35.7; Wayne, 26.7; Wilson, 5.2; a Vance, 3.1.

DIVISION FIVE

Miles of secondary bond roads pave Durham, 93.97; Granville, 64.30; Pers 43.01; Alamance, 159.41; Caswell, 75.5 Orange, 77.9; Guilford, 230.68; and Ro ingham, 125.20.

New bridges: Durham, 22; Granvil 17; Person, 11; Alamance, 41; Caswe nine; Orange, 14; Guilford, 37; and Ro ingham, 27.

New culverts: Durham, 30; Granvil six; Person, 27; Alamance, 64; Caswe 10; Orange, 41; Guilford, 43; and Ro ingham, 14.

Miles paved on county roads oth than bond roads: Durham, 8.45; Gr ville, 24.76; Person, 23.67; Alaman 34.96; Caswell, none; Orange, 7.6; G ford, 20.42; and Rockingham, 32.56.

Miles of roads stabilized: Durham, 75. Granville, 107.7; Person, 93; Alaman 163.25; Caswell, 126.8; Orange, 177. Guilford, 387.32; and Rockingham, 329.

Miles of new primary highways pave Durham, 11.35; Granville, .56; Pers none; Alamance, 1.1; Caswell, s Orange, 8.86; Guilford, 9.29; and Ro ingham, 5.66.

Miles of primary highways wide and resurfaced: Durham, none; Granvi 10.84; Person, none; Alamance, 27. Caswell, .32; Orange, 5.82; Guilfo 36.32; and Rockingham, 29.11.

DIVISION SIX

Miles of secondary bond roads pave Hoke, 168.4; Moore, 223.5; Lee, 104 Harnett, 246; Chatham, 186.6; Davids 299.5; Randolph, 277.5; Robeson, 528 and Scotland, 172.2.

New bridges: Hoke, 26; Moore, Lee, 16; Harnett, 29; Chatham, 24; Dav son, 53; Randolph, 34; Robeson, 59; a Scotland, 19.

New culverts: Hoke, 30; Moore, 116; Lee, 67; Harnett, 122; Chatham, 124; Davidson, 138; Randolph, 105; Robeson, 8; and Scotland, 15.

Miles of roads stabilized: Hoke, 31.5; Moore, 130; Lee, 72; Harnett, 135; Chatham, 120; Davidson, 145; Randolph, 44.3; Robeson, 106.5; and Scotland, 36.

Miles of new primary highways paved: Hoke, one; Moore, 2.2; Lee, none; Harnett, 4.6; Chatham, 17.44; Davidson, 5.36; Randolph, 21; Robeson, 19.96; and Scotland, none.

Miles of primary highways widened and resurfaced: Hoke, 6.4; Moore, 9.3; Lee, 9.07; Harnett, 9.61; Chatham, 20.22; Davidson, 12.7; Randolph, 16.16; Robeson, 39.89; and Scotland, none.

DIVISION SEVEN

Miles of secondary bond roads paved: Anson, 183.07; Cabarrus, 192.48; Mecklenburg, 386.54; Montgomery, 184.45; Richmond, 249.47; Rowan, 230.46; Stanly, 125.65; and Union, 216.30.

New bridges: Anson, 35; Cabarrus, 64; Mecklenburg, 56; Montgomery, 62; Richmond, 52; Rowan, 76; Stanly, 63; and Union, 99.

New culverts: Anson, 75; Cabarrus, 64; Mecklenburg, 42; Montgomery, 61; Richmond, 46; Rowan, 59; Stanly, 41; and Union, 55.

Miles paved on county roads other than bond roads: Anson, 34.5; Cabarrus, 10.27; Mecklenburg, 18.19; Montgomery, 20.65; Richmond, 14.15; Rowan, 21.30; Stanly, 57.24; and Union, 63.27.

Miles of roads stabilized: Anson, 244.35; Cabarrus, 235.33; Mecklenburg, 263.83; Montgomery, 96.70; Richmond, 12.50; Rowan, 300.07; Stanly, 335.91; and Union, 324.15.

Miles of new primary highways paved: Anson, 9.15; Cabarrus, 9.13; Mecklenburg, 16.22; Montgomery, 23.65; Richmond, 10.54; Rowan, none; Stanly, none; and Union, none.

Miles of primary highways widened and resurfaced: Anson, .3; Cabarrus, 10.99; Mecklenburg, none; Montgomery, none; Richmond, 33.99; Rowan, .4; Stanly, .8; and Union, 5.76.

Miles of secondary road paving programmed to be done between last September 30 and next January 1: Anson, none; Cabarrus, 8.7; Mecklenburg, 4.75; Montgomery, 1.5; Richmond, 19.35; Rowan, 9.65; Stanly, 2.9; and Union, nine.

DIVISION EIGHT

Miles of secondary bond roads paved: Alleghany, 15.6; Ashe, 34.3; Caldwell, 64; Davie, 59.8; Forsyth, 178.7; Stokes, 72.5; Surry, 90.3; Watauga, 24.9; Wilkes, 101.1; and Yadkin, 62.6.

New bridges: Alleghany, 61; Ashe, 74; Caldwell, 68; Davie, 32; Forsyth, 42; Stokes, 74; Surry, 71; Watauga, 50; Wilkes, 195; and Yadkin, 60.

New culverts: Alleghany, 58; Ashe, 104; Caldwell, 170; Davie, 103; Forsyth, 298; Stokes, 150; Surry, 214; Watauga, 79; Wilkes, 247; and Yadkin, 147.

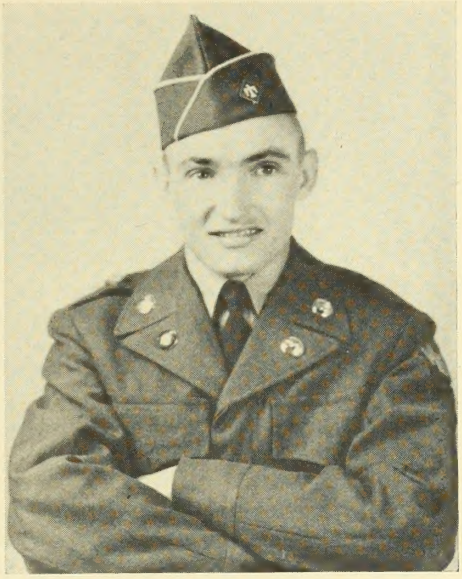
Miles paved on county roads other than bond roads: Alleghany, none; Ashe, 12.9; Caldwell, 19.3; Davie, none; Forsyth, none; Stokes, none; Surry, 20.7; Watauga, 5.2; Wilkes, none; and Yadkin, 18.2.

Miles of roads stabilized: Alleghany, 79.1; Ashe, 324.5; Caldwell, 247.8; Davie, 162.7; Forsyth, 229.8; Stokes, 111.2; Surry, 202.3; Watauga, 200.8; Wilkes, 251.2; and Yadkin, 89.1.

Miles of new primary highways paved: Alleghany, 13.9; Ashe, three; Caldwell, 12.4; Davie, 2.4; Forsyth, 32.4; Stokes, 9.2; Surry, seven; Watauga, 13.3; Wilkes, 12.8; and Yadkin, 2.2.

Miles of primary highways widened and resurfaced: Alleghany, none; Ashe, six; Caldwell, none; Davie, 22.3; Forsyth, 18.3; Stokes, 10.9; Surry, none; Watauga, 6.2; Wilkes, 15.9; and Yadkin, 11.6.

Cpl. Tommy Boone



Cpl. Tommy Aaron Boone, son of Mr. and Mrs. Charles Boone, 2206 Plaza Drive, Wilmington, has just returned from serving eight months with the 45th Infantry Division in Korea. His dad, who is a highway maintenance employee, is mighty glad to have him home again.

DIVISION NINE

Miles of secondary bond roads paved: Alexander, 53.9; Burke, 99.35; Catawba, 130.4; Cleveland, 134; Gaston, 140.75; Iredell, 129.25; Lincoln, 76.55; McDowell, 69.8; Polk, 46.4; and Rutherford, 133.9.

New bridges: Alexander, 22; Burke, 37; Catawba, 36; Cleveland, 37; Gaston, 46; Iredell, 40; Lincoln, 22; McDowell, 28; Polk, 26; and Rutherford, 52.

New culverts: Alexander, 21; Burke, 57; Catawba, 17; Cleveland, 57; Gaston, 43; Iredell, 29; Lincoln, 20; McDowell, 72; Polk, 27; and Rutherford, 102.

Miles paved on county roads other than bond roads: Alexander, 10.5; Burke, 12.7; Catawba, 18.8; Cleveland, 12.3; Gaston, 7.3; Iredell, 10; Lincoln, 13.4; McDowell, 3.5; Polk, 15.5; and Rutherford, 8.1.

Miles of roads stabilized: Alexander, 125; Burke, 187; Catawba, 260.5; Cleveland, 320; Gaston, 225; Iredell, 345; Lincoln, 201; McDowell, 153.4; Polk, 165; and Rutherford, 160.

Miles of new primary highways paved: Alexander, 4.4; Burke, 6.7; Catawba, five; Cleveland, 26.3; Gaston, 10.2; Iredell, none; Lincoln, 4.2; McDowell, 11.8; Polk, .5; and Rutherford, 3.9.

Miles of primary highways widened and resurfaced: Alexander, none; Burke, 47.3; Catawba, 38; Cleveland, 76.5; Gaston, 23.2; Iredell, 101.6; Lincoln, 28.2; McDowell, 30.6; Polk, .5; and Rutherford, 42.3.

Miles of secondary road paving programmed to be done between September 30, 1952, and January 1, 1953: Alexander, 5.1; Burke, 16.8; Catawba, 4.1; Cleveland, 28; Gaston, 3.1; Iredell, 18.9; Lincoln, none; McDowell, none; Polk, none; and Rutherford, none.

DIVISION TEN

Miles of secondary bond roads paved: Avery, 40.5; Buncombe, 165.4; Cherokee, 36.7; Clay, 23.1; Graham, 23; Haywood, 67.6; Henderson, 67.8; Jackson, 25.4; Macon, 31.1; Madison, 43.5; Mitchell, 31.3; Swain, 39; Translyvania, 35.4; and Yancey, 38.4.

New bridges: Avery, 16; Buncombe, 85; Cherokee, 30; Clay, 14; Graham, 28; Haywood, 41; Henderson, 30; Jackson, 60; Macon, 38; Madison, 51; Mitchell, 20; Swain, 23; Transylvania, 31; and Yancey, 22.

New culverts: Avery, 32; Buncombe, 403; Cherokee, 97; Clay, 54; Graham, 74; Haywood, 158; Henderson, 73; Jackson, 103; Macon, 67; Madison, 126; Mitchell, 89; Swain, 57; Transylvania, 58; and Yancey, 38.

Miles paved on county roads other than bond roads: Avery, .7; Buncombe, 40.9; Cherokee, 1.6; Clay, 4.2; Graham, .7; Haywood, 12.4; Henderson, 2.4; Jackson, none; Macon, none; Madison, .2; Mitchell, 12.8; Swain ,six; Transylvania, .5; and Yancey, none.

Miles of roads stabilized: Avery, 43.5; Buncombe, 188.8; Cherokee, 83.2; Clay, 34.8; Graham, 40.4; Haywood, 68.2; Henderson, 108; Jackson, 80.3; Macon, 92.2; Madison, 97.5; Mitchell, 25.6; Swain, 33.4; Transylvania, 50.3; and Yancey, 44.5.

(Continued on next page)

ROADS

(Continued from page 19)

Miles of new primary highways paved: Avery, 5.6; Buncombe, 41.1; Cherokee, 9.1; Clay, none; Graham, none; Haywood, 4.7; Henderson, none; Jackson, 3.2; Macon, none; Madison, 14.5; Mitchell, 21.6; Swain, none; Transylvania, 1.9; and Yancey, 10.7.

Miles of primary highways widened and resurfaced: Avery, 20.5; Buncombe, 40.5; Cherokee, 35.9; Clay, 4.4; Graham, none; Haywood, 11.2; Henderson, 25.8; Jackson, 10.7; Macon, .5; Madison, 31.3; Mitchell, none; Swain, 11; Transylvania, none; and Yancey, 28.3.

SUPERVISOR

(Continued from page 6)

Inmates To Help Teach

"The education division will organize, supervise and maintain a program of general education to meet the elementary educational needs of the prisoners. This will include the selection, training, organization and supervision of inmate teachers and whatever personnel may be deemed necessary. It will seek to determine needs, to obtain, organize and supervise the use of teaching aids, materials, and supplies and to evaluate results. The division will make full and adequate use of the vocational training opportunities prevailing in prison industries and other prison work programs that may provide experiences of a vocational training and rehabilitative nature. The division will evaluate, through the use of tests and other methods, the total educational and rehabilitative experiences provided by the Prison Department.

"It will be the responsibility of the education program to give inmates, upon their release from prison, whatever placement help may be requested and needed with respect to employment in civilian life. Pre-release and post-release needs of prisoners will be studied and an effort will be made to give whatever assistance may be deemed feasible in these areas. The division will seek to provide the opportunities, experiences and guidance that will realize the objectives of the program, which is the rehabilitation of the prisoner."

TESTS

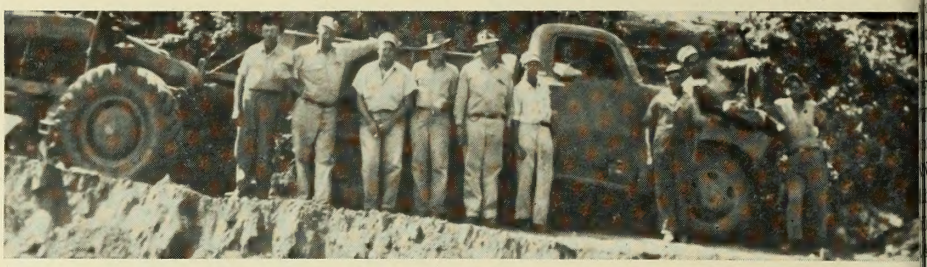
(Continued from page 7)

Cores are usually taken at intervals of 500 feet. If a core is found which is deficient in thickness by more than one-half inch, additional cores are taken at 10-foot intervals back of and in front of the thin core until cores are found which are not deficient in thickness by more than one-half inch.

The area of pavement thinner than the specified tolerance is determined from these core measurements. The cost of this pavement, based on the contractor's bid price, is calculated, and this amount is deducted from the contractor's payment. If, however, the engineer believes that this pavement is sufficiently thin to impair its load-carrying value, the contractor may be required to replace it, at his own expense, with pavement meeting the thickness requirements specified.

It is gratifying that very little thin pavement is constructed. The presence of the core drill and the fact that all pavements will be drilled makes for greater care in seeing that the pavement is laid to the required thickness and will be capable of carrying the traffic without failure.

H. M. Collett's Force on Joe Brown Road



District Correspondence Hubert Guy Hill submits this picture of Collett's force on the Joe Brown Road in Cherokee County. From left to right, are: Cecil Martin Glenn Stalcup, Collett, Horace Harper, C. H. King, C. B. Wells, Max Sneed (seated in truck), James Mabry, Charles Griffith and Johnny Ferguson.

77 Miles A Day

New secondary-road paving in North Carolina was laid down at the rate of 17 miles for each of the 90 days in the three-month period ending September 30, and the average would be higher if only the actual work-days were counted.

A total of 1,529.8 miles of secondary roads were paved in the quarter, according to an official highway progress report issued by James S. Burch, director of the Division of Statistics and Planning.

In the nine months from January 1 to September 30, a total of 3,141.2 miles of secondary roads were paved in North Carolina, the Burch report shows.

During the three months ending September 30, a total of 1,050 miles of country roads were stabilized for all-weather use, bringing the stabilization total to 16,621.2 miles since the big secondary-road program began in 1949.

TAR WHEELS

(Continued from page 15)

flames with only the loss of eight hog and several acres of woodland . . . Thei resourceful action prevented the loss o the buildings as well as a possible pani among the prisoners . . . As a precautior ery measure, fire lanes have been cu around all the shops, prison camps, an sheds in District Two . . . We salute th firefighters of Avery County!

Mr. and Mrs. Nance



Mr. and Mrs. Charles Alfred Nanc pause on the steps of the Peachlan Methodist Church after their weddin in October.

The bride is the former Betty Louis Caudle. The groom is a World War I veteran and has been with the Com mission for three years in the Sevent Division.

HEADQUARTERS

FOUR KEY MEN from headquarter flew out to the annual American Associa tion of State Highway Officials conventio

n Kansas City, Missouri, December 10-12 . . . Our representatives on the various ommittees were: *Bill Rogers*, Administrative; *T. H. Gunter*, Bridge; *Buck Webb*, Right-of-Way; and *Louis Payne*, Finance . . . *Webb* presented a paper for *. B. Wilson* on "Administrative Methods f Acquiring Highway Right-of-Way in orth Carolina" . . . *Payne* in a panel iscussion spoke on the credit financing or highways (both toll and non-toll) . . . ll 48 States were represented as well s Alaska, Hawaii, Puerto Rico and Washington, D. C. . . . Welcome was xtended to the delegates by Kansas City's Mayor William E. Kemp and Missouri's Governor Forrest Smith . . . Talks were iven by Senator S. L. Holland of Florida, Chairman of the Senate Sub-committee n Roads; Congressman John J. Dempsey f New Mexico, member of the House subommittee on Roads; and Thomas H. McDonald, Commissioner of the U. S. Bureau f Public Roads.

WORK IS still progressing on the new ighway building . . . In November these epartments moved in on the fifth floor: Bridge, Bridge Maintenance, Hydrographic, and Roadway . . . Down on ourth, the Construction, the Locating nd the Federal Contact Departments noved in . . . The district office of the J. S. Bureau of Public Roads has one ving of the fourth floor for its offices . . . ouise Bernard transferred her files to he other wing of fourth floor.

WELCOME TO THE new employees: *ane Murphy, Julius L. Blackley, Linwood Player, Charles W. Swindell, Obie D. Perry, Jr.*, and *Edward A. Guthrie* of ocation; traffic recorders *Mills H. Clark* nd *Robert A. Mills; Jo Ann Williams* of Accounting; and *Lydia Alexander* of Roadway.

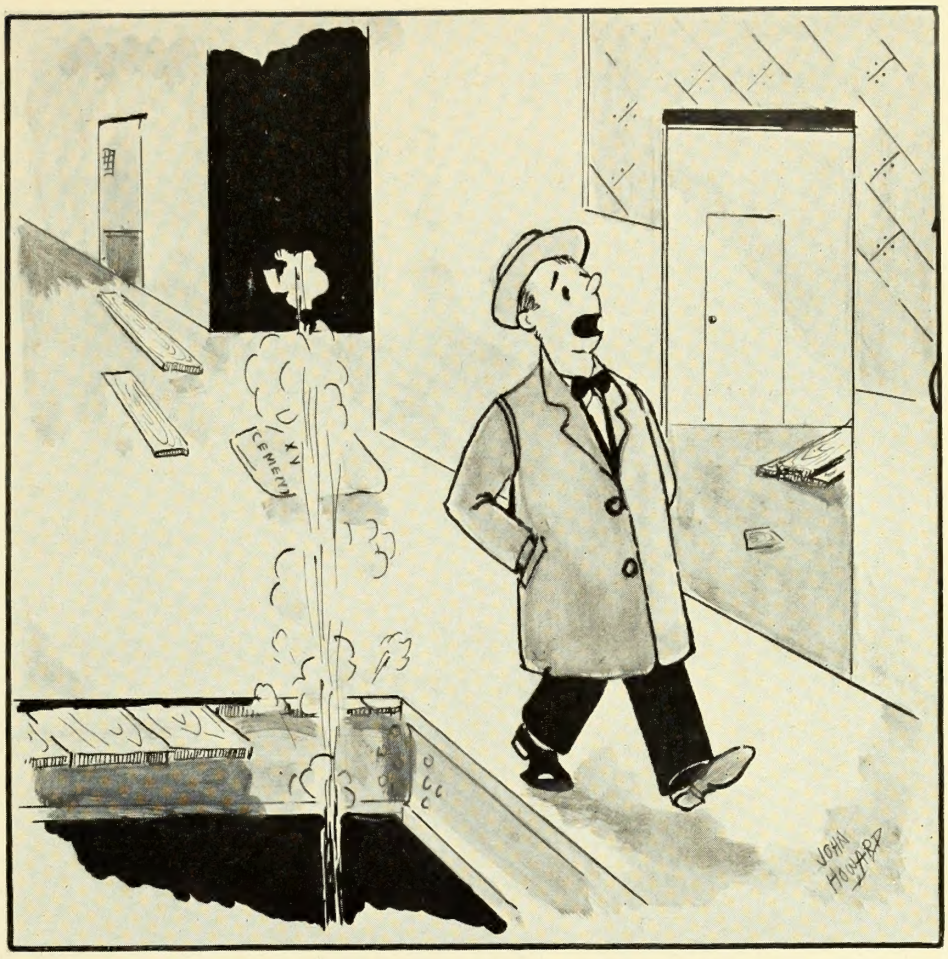
"SCHOOL DAYS, School days" . . . An I.B.M. representative conducted a one-veek school in the use of the new I.B.M. abulator to *Helen Puckett, Blanchie Bradley, Betty Miles, Guy Farmer, Marvin Yates, J. C. Bradford, Earl Tyndall, Bob Messner, Tilly Bevacqua, Jane Walker* nd *John Honbarrier* of Statistics.

VACATIONS . . . *Mrs. Sudie Seltman* njoyed a flying ten-day trip to Charlotte nd Atlanta . . . *Marjie Williams* spent a veek visiting in western North Carolina . . *Barbara Sykes* and *Bonnie Wall* spent ix days in New York City . . . *Mrs. Jillian Sorrell* is spending Christmas in Florida.

TWO MEN in Bridge Maintenance assed 30 year work anniversaries in the all . . . Jess Markham rounded out his 0 years on October 23 . . . C. S. Biggs ompleted his 30 years September 22.

MRS. DOT MOORE resigned in Statistics . . . She and her husband have moved o Waynesville.

DAN WILDER, formerly of Division Ten, has been transferred to the Bridge Department.



"As you may notice, Joe—this floor isn't finished."

ARTHUR NOBLE of the Bridge Department had a close call with the stork . . . He was rushing his wife to the hospital at the appointed time when his car broke down . . . He awakened a nearby tenant who obliged by driving the couple to the hospital . . . The Nobles have a new son, Joseph Arthur . . . That brings their offspring to six: Three boys and three girls.

WALTER B. BAKER, formerly with the Bridge Locating Department (1940-'42), has returned to employment with that department.

E. H. COTTER of the Raleigh Equipment Depot has been promoted to automotive parts clerk II . . . He's now in charge of half of the stock room.

DENNIS SNOW, highway equipment inspector in eastern Carolina, is now acting shop foreman at Tarboro while Foreman D. L. Vanhoy is out sick.

HENRY VAN LILES, highway equipment inspector in western Carolina, has a new son.

IN STATISTICS, *Mrs. Marie Hall* has returned to work after an operation and being sick at home for two months . . . *J. C. Bradford* was out several days with flu . . . *Leroy Edwards* has been promoted to traffic supervisor.

Tables Appreciated By New Englanders

Mayor E. L. White of Wilmington passed the following letter on to Dr. Jordan:

7 Cottage Ave.
Centerdale 11,
Rhode Island

Mr. White:

My daughter and I just arrived home from a trip to Florida.

All through North Carolina we were so pleased with the picnic grounds. We enjoyed them, both going and coming home. It was so nice to be able to get out of our auto, sit at a table, and get our thermos jug. It was good to relax for awhile, eat, and then put our trash in the waste can.

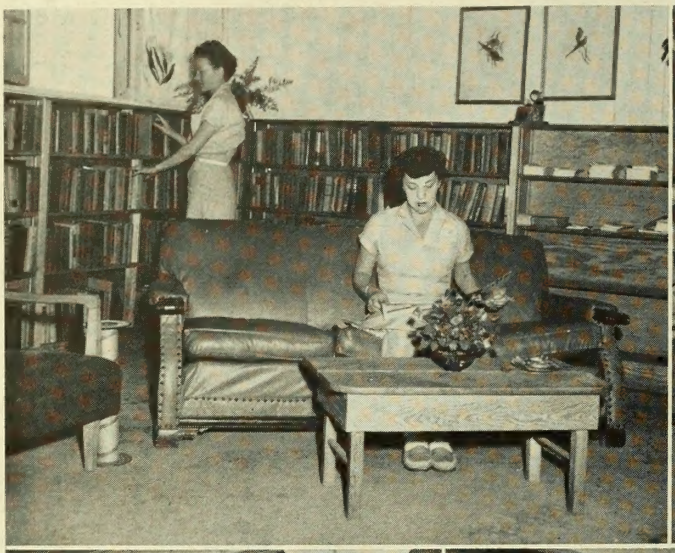
Will you please thank the folks who are responsible for this nice favor?

We got your name and address from a quart of milk we had. (Ed. note: Mr. White is president of White Ice Cream and Milk Company.)

With much appreciation to the good people of North Carolina.

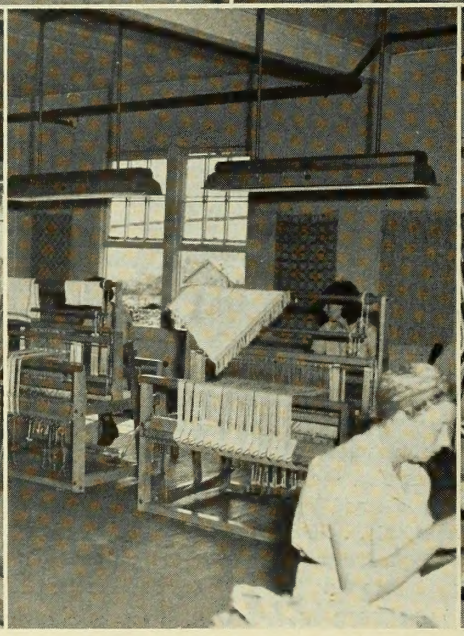
Sincerely,
Mrs. and Miss Glennon

Improvements Made At Woman's Prison











(Photo by Bill Crowell)

The Woman's Prison has made strides in rehabilitating its inmates. The above photos illustrate steps taken by Miss Ronie Sheffield and her staff in preparing the women for their return to the outside world.

The library was made possible through the efforts of the Raleigh Altrusa Club. It is one of the brightest spots at the prison. For the library, the women repaired and refinished discarded furniture and made the curtains. There are over 1,200 books in the library, which the State Library Commission has approved. There's a radio and record player also.

In the dining room, the new steam table insures cleanliness and hot meals. The tables for four replace the old barracks-style wooden tables and benches. Daily 1,200 meals are served.

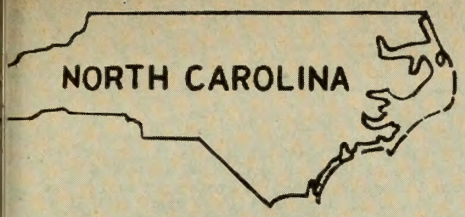
The equipment for the woodworking shop was given by the Raleigh Altrusa Club. Here the women make cabinets, remake and refinish chairs and tables.

In the weaving room, the women make bath mats, rugs, drapery, and napkins from scrap materials. Weaving has proved a creative art for therapy and training. Note the finished rugs on the wall.

In the infirmary, qualified women are allowed to study as x-ray and lab technicians. This training fits the inmate for making simple chemical analyses. Others are trained as aides to assist the staff's three nurses.

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ROADWAYS

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STATE LIBRARY

A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION
MARCH-APRIL, 1953



Road Recommendations

(From the inaugural address of Governor William B. Umstead, January 8, 1953.)

SINCE 1921 WE HAVE developed a state-wide system of public roads in which there are some 66,000 miles, including about 26,000 miles of hard-surfaced roads.

Good roads are a modern necessity. On our main roads the traffic load is large and rapidly will become larger. Our industrial and agricultural output will increase year by year. Our tourist trade depends largely on good primary roads.

Many of our main roads are in very bad condition and are being worn out as rapidly as we are building them. In addition to the overall traffic load, the tremendous increase in heavy commercial traffic is taking its toll and adding tremendously to the cost of maintenance of our primary roads.

We must continue to maintain, improve and build roads. It is a task which is never finished. We should strive to make every road in North Carolina usable by motor vehicles at all times. We must maintain our entire road system and the $200,000,000 secondary road program will place upon the state an unknown cost of maintenance, depending in a large measure upon the durability of these roads.

There will not be, within the foreseeable future, from existing gasoline revenues, after the cost of maintenance and other expenses are deducted, adequate funds left with which to build primary roads. I, therefore, recommend that the General Assembly look into our entire road situation and determine, if possible, a long-range primary road building program, and that it determine what, if anything, should be done to increase our current revenue by a more equitable distribution of the cost of the use of our highways, and further, consider what measures, if any, should now be taken to protect our highways against usages which contribute to their rapid deterioration.

Ours is a state highway system, and we should endeaver to restore unified control and at the same time try to bring highway administration closer to the people.

As I have stated, there are some 66,000 miles of roads under the jurisdiction of the Highway and Public Works Commission, of which about 26,000 miles are hard-surfaced. We now have ten highway divisions and ten commissions. Ten commissioners, on a part-time per diem basis, cannot now properly look after our expanded road system. I, therefore, recommend that the General Assembly amend existing law to increase the number of divisions and commissioners to fifteen. In my judgment this would make for efficiency and economy.

Do's and Don'ts

Mind your own business—and have plenty of it.
Tackle one job at a time.
Make decisions quickly, and don't fear the outcome.
Don't stake too much on success.
Don't be afraid of failure.
Learn to delegate a part of your work and your responsibilities.
Don't overvalue the unattainable.
Don't undervalue what you have.
Forget the people you don't like.
Keep both your sense of humor and proportion.
Forget yesterday. It is gone.
Don't dread tomorrow: It isn't here yet.

THIS MONTH'S COVER

The Superior Stone Company's plant at Bakers is pictured on our cover. This plant produces the new stabilized aggregate base course material which is being used on a Mecklenburg County road project. The material produced at this plant is the same as that of the Midland plant which is described in detail by Pete Bourke on page three.

The new base course is being used on a highway project which is located one mile north of Bakers and goes southeast to US 74 near the intersection with NC 151. The contractor is Dickerson, Inc. W. A. Little of Charlotte is the resident engineer on the job.

G. M. C. Contest Closes

GENERAL MOTORS CORPORATION'S nationwide "Better Highways Awards" Contest drew to a close March 1, 1953. The subject of the contest was "How to Plan and Pay for the Safe and Adequate Highways We Need." A GMC facts book gave the rules of the contest for $194,000 worth of prizes.

The purpose of the contest is to arouse the American driving public to the needs of the nation's transportation system. GMC says, "The task of solving the highway problem is partly one of making up for the errors of the past, but it is also one of anticipating the growing needs of the future. The roads of tomorrow are the roads we build today. And tomorrow's mounting traffic will continue to aggravate the problem until fundamental solutions can be found.

"The problem is of such importance to the future of America that maximum ingenuity and skill must be applied to getting the answers. The strength of the nation depends on an economy that has taken to the road. The roads the nation will take to in the future depend on the plans that are made today."

GMC feels the solution lies in better road planning on main highways and city streets plus better road financing.

NORTH CAROLINA ROADWAYS

A Magazine for employees of the North Carolina State Highway and Public Works Commission

Published Bi-Monthly By

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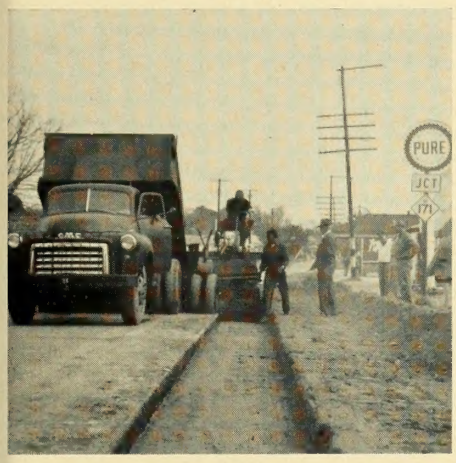
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Bituminous Widening Revamps State's Worn-Out Trunklines

By E. D. GILL
Highway Engineer IV



The first course of bituminous concrete is placed for widening.

IN DECEMBER, 1951, bids were received for the widening and resurfacing of 17 miles on one of the State's main trunklines—US Route 64—in Martin County. This project extends from the junction of US Route 17 in Williamston east to Welch's Creek, approximately three miles from Plymouth. The traffic on this section averages 1,600 vehicles per day, seven per cent of which are heavy trucks.

This project is one of a number of modernization jobs on primary highways being done in Division One under the able supervision of Division Engineer W. N. Spruill and his assistant, J. D. Miller.

The work to be done consisted of regrading the existing road, including five revisions to eliminate sharp curves, the widening of the existing 16-foot concrete pavement with bituminous concrete base course material and the resurfacing of the entire section with sand asphalt.

The contract stipulated that all of the grading on the project and the placing of the nine-inch traffic bound macadam base course on the revisions was to be done before the widening work was started.

Base Course Laid

In November, 1952, the contractor began placing the bituminous concrete base course material. This material was first laid over the macadam sections following which the widening work was started.

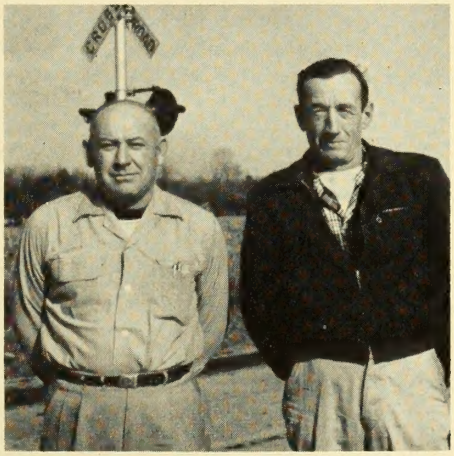
In excavating the trench for the widening, a tractor and bulldozer were used. The contractor constructed a special cutting blade on the dozer which did an excellent job of opening the trench to the three-foot width and six-inch depth called for on the plans.

After opening the trench, it was only necessary to do a minimum amount of hand work to clean the vertical edge of the old concrete pavement and remove the small amount of loose excavation left by the trenching device.

The vertical sides of the old pavement were coated with RC-2 before the bituminous concrete for the widening was placed. A gooseneck arrangement on a bituminous distributor did a neat job of spraying the face of the old pavement.

The bituminous concrete base course material contained 65 per cent stone, 28.5 per cent sand and 3.5 per cent asphalt. This mix was placed in two three-inch, compacted, layers by using two Apsco spreaders. The first layer was spread and rolled with a trench roller until thoroughly compacted; then the second layer was placed and rolled with a tandem roller.

Inspectors

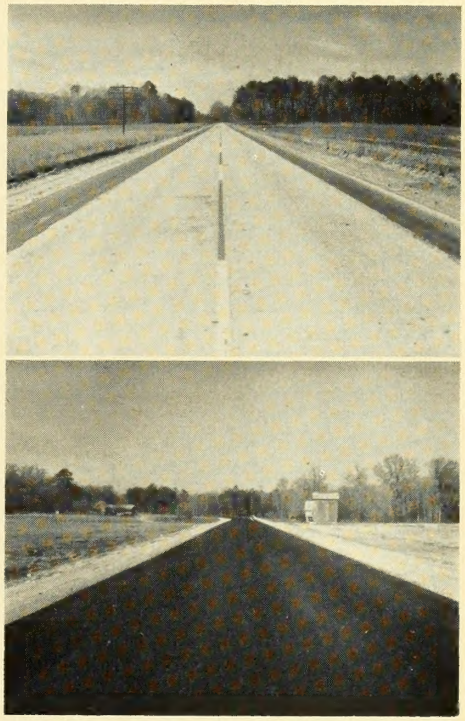


A. R. Cherry, on the left, and W. W. Prescott are two valuable highway employees. They have been inspecting the State's roads for many years.

Pete Bourke took this shot of them on the highway project for the widening and resurfacing of 17 miles on US 64 in Martin County.

The original pavement was broken in numerous places. In all such areas the old concrete was removed and replaced with bituminous concrete base course material.

US 64



Top photo shows the old 16-foot pavement of US 64 in Martin County. Note the three-foot strips of widening.

Bottom picture was made after resurfacing the 22-foot pavement.

A special paving breaker was used for breaking up the old concrete and cutting the edges of the patches to straight lines. A grade-all proved very effective in removing the old broken pavement and loading it on trucks. Where the area to be patched was not of sufficient size to permit rolling, the bituminous concrete material was compacted in layers with pneumatic tamps. The last layer, which was placed slightly above the level of the old pavement, was rolled with a tandem roller.

Pavement Built Up

Where the old pavement had settled, it was built up to the desired grade with

(Continued on page 5)

Highway Employees Insured By Workmen's Compensation

Day in and day out, one of the busiest men in highway headquarters in Raleigh is H. K. Witherspoon, Compensation Officer.

His office handles the employees' group insurance, but most of its work consists of running the Highway Department's workmen's compensation program.

This story deals with its handling of the Workmen's Compensation program for highway employees.

Witherspoon, who joined the Commission in May of 1919, first had charge of the drafting room. Next he was project engineer, then engineer of publications and statistics, later assistant to three highway chairmen, and lastly he was named compensation officer 17 years ago. He is ably assisted in handling the great mass of detail by Florine Boone and Vera Jeffreys.

In 1929, legislative action set up the Workmen's Compensation to be administered by the North Carolina Industrial Commission. Witherspoon took charge of settling all highway claims. This has been no small feat, as almost 14,000 highway and prison employees plus the highway patrol are today covered by the department's workmen's compensation program.

All State employees except elective and appointive officers are covered by workmen's Compensation. The State is self-insured for one reason: It costs less than paying premiums to commercial insurance companies.

At least 95 per cent of W.C. claims against the State itself are highway employees' claims. In broad terms, Witherspoon estimates the Highway Commission pays out about $70,000 in claims each year!

Payment of individual claims is charged against the specific department or division in which the injured employee is located.

Tact Required

Of necessity, Witherspoon has gained a wide knowledge of the various occupational hazards of men in the field. He is a combination "lawyer, diplomat and doctor" in settling claims. The biggest headache he encounters is the settling of claims for back injuries. Often, he has trouble establishing the validity of an accident. Sometimes the details of an accident are sketchy and not specific. He urges all highway workers who claim compensation for injuries to be as precise, accurate and complete in the details as possible.



H. K. Witherspoon, Compensation Officer for the Highway Commission, explains a technicality of a Workmen's Compensation claim to his assistants. That's Florine Boone on the right, Vera Jeffreys on the left.

In general, Workmen's Compensation claims are paid on the basis of 60 per cent of a man's average weekly wage—not to exceed $30 and not less than $8 00 per week. Widows and orphans are also paid 60 per cent of the average weekly wage of the deceased highway employee for 350 weeks provided the amount does not exceed $8,000. The maximum allowable for funeral expenses is $200 which is deducted from the $8,000.

As a rule, no claims are settled in lump sums. Instead, monthly payments are made to the claimant.

A highway employee though hurt on the job during his regular working hours is not necessarily eligible for compensation. Take the case of the highway worker down near Greenville. He was on the job one day when a riccocheting bullet fired by some nearby hunters hit his eye. His claim for the loss of his eye was denied. The Supreme Court upheld the original ruling that the injury arose "in the course of" but "not out of" his employment. The judge further ruled there "must be a causal connection between occupation and injury" and "the hazard must be peculiar to the occupation and not one which the public is commonly exposed to."

Another example of a claim would be the case of a farmer's dog coming on the highway (a public thoroughfare) and biting a worker. The claim of the injured worker would be denied. However, should the worker go in a neighboring farmer's yard on highway business and be bitten, his claim for compensation would be paid.

The reason? The public is not commonly exposed to dog bites in a farmer's yard.

Compensation Officer Witherspoon can tell when spring is just around the corner by the rash of claims for treatment of poison ivy. The men of location and right-of-way who must cut brush and dense undergrowth are the chief claimants for soothing compensation because of this irritating itch.

Claims for snake bites received in the line of duty are paid. Compensation is even paid for the aggravation or flare-up of an old pre-employment injury.

Claims for compensation of medical and hospital expenses must be filled out by a physician and properly submitted to Witherspoon's office. Under no circumstances should an injured worker pay his medical and hospital bills. However, should a claim be denied, the employee himself is then responsible for payment.

Industrial Commission Rules

Witherspoon submits all claims for compensation to the Industrial Commission. This body must approve the claim and specify the amount to be paid. By law, a specific schedule of fees to be paid for treatment of injuries has been set. However, should the Industrial Commission reduce the payment of a fee from the original amount, the attending physician by law *cannot* extract the difference from his injured patient.

One rule highway employees should remember is that any compensation claim must be filed within one year of an accident. Further, should an injury flare up after settlement, the worker must reopen his claim within one year of date of last payment. The Workmen's Compensation Act says no claim can be reopened after one year's lapse.

(Continued on page 4)

New Base Course Developed

By PETE BOURKE
Materials Inspector II

ROAD MATERIAL history is being made in the Piedmont area of the State. For the first time, a new type stabilized aggregate base course material is being used. Contractors, highway engineers and materials men are watching with interest the results of this fine base material.

The project is the new lane of US 29 between Charlotte and Concord. It is 16.55 miles long. This new type base provides a dual lane pavement parallel with the 13-year old concrete pavement.

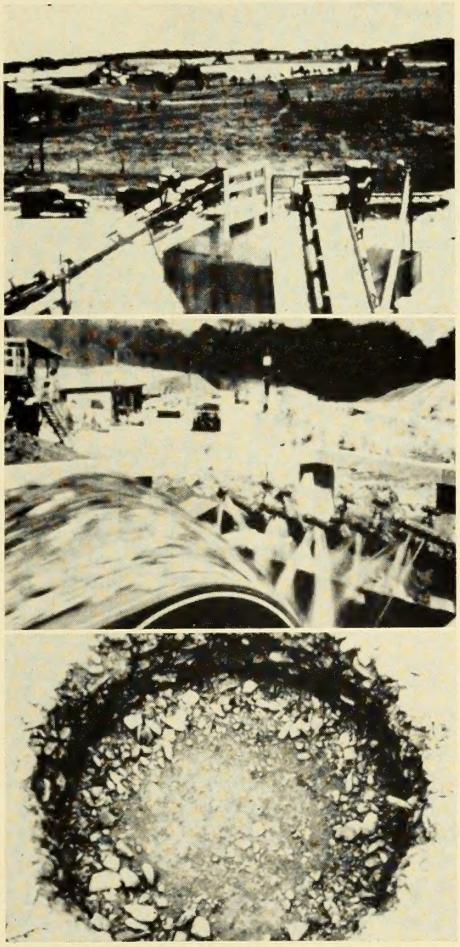
Highway specifications called for 14 inches of compacted base with a double bituminous surface treatment. The contract price was $1.91 per square yard of base and $0.33 per square yard of surface treatment. The low bid for the entire paving was $602,620.65.

The quarry and plant of the Superior Stone Company at Midland furnished the base material. The average haul to the project was 19 miles. The blending and mixing plant for the base material was located at the quarry site in conjunction with the crushing and screening operations. The following procedure was carried out in this operation, which proved very efficient and satisfactory to the contractor and the State Highway Department.

Graded stone was carried by conveyor to the mixing plant bin. Soil was stockpiled near a hopper from which it was conveyed to the mixing bin. For this project, fifteen per cent selected, granular topsoil was proportioned with the stone in the blending process. Specifications require that all material passing the No. 10 shall have not more than 70% passing the No. 40, nor over 35% passing the No. 200. The average gradation of the stabilized aggregate, including the added soil was:

Passing	*Specs.*	*Job Ave.*
2″	100	100
1″	75-90	91
½″	60-75	69
#4	45-60	50
#40	15-30	20
#200	5-10	9
Liq. Lim.	25	15
Plas. Index	-6	NP

The blended material was carried by a conveyor to the loading platform where it was sprayed with water at the rate of five per cent of the weight of the dry aggregate. It was then dumped into an asphalt pugmill which thoroughly mixed the stone, topsoil and water. The material



The top photo shows the main blending bin of the new stabilized aggregate base material at the Midland plant. The stone conveyor is on the right, the soil conveyor on the left.

The middle photo shows water being sprayed at the rate of five per cent weight of dry aggregate.

Bottom picture clearly shows the fine bonding qualities of the new material. A density and moisture test was taken of this sample. Results showed 105 per cent compaction.

was placed in layers on the roadway; on the top layer only, calcium chloride was added to the mixture during the blending process at the rate of seven pounds per ton of base material. The material was weighed in the truck and load tickets were issued to the driver. To pay for hauling.

Subgrade Tested

Density and moisture tests were run on the subgrade prior to placing the stabilized aggregate base material. Jaegar spreaders were used. Stockpiling of the material was not allowed. Two spreaders worked side by side; thereby completing the full width of the roadway as they moved along. Shoulder material was hauled to the job, and a small bulldozer was used to pull in the shoulders to hold the material in place.

The material was placed in four five-inch layers compacted to 14 inches. A five-inch loose layer completely rolled should average three and three quarters inches. Each layer is rolled three times per loose inch of material to achieve desired compaction. Three hundred and twenty-five pounds per inch width of tread on the roller is required. Rubber-tired rollers are used exclusively for initial compaction, then ring rollers or threewheel rollers may be substituted.

One hundred per cent of the density determined by laboratory tests is required. For this material, the density is 142 pounds per cubic foot. Two and one half per cent moisture is considered normal after the material has been compacted and allowed to set. A sample taken from two layers of compacted base weighed 149 pounds per cubic foot or 105 per cent compaction. The moisture was two and five-tenths per cent.

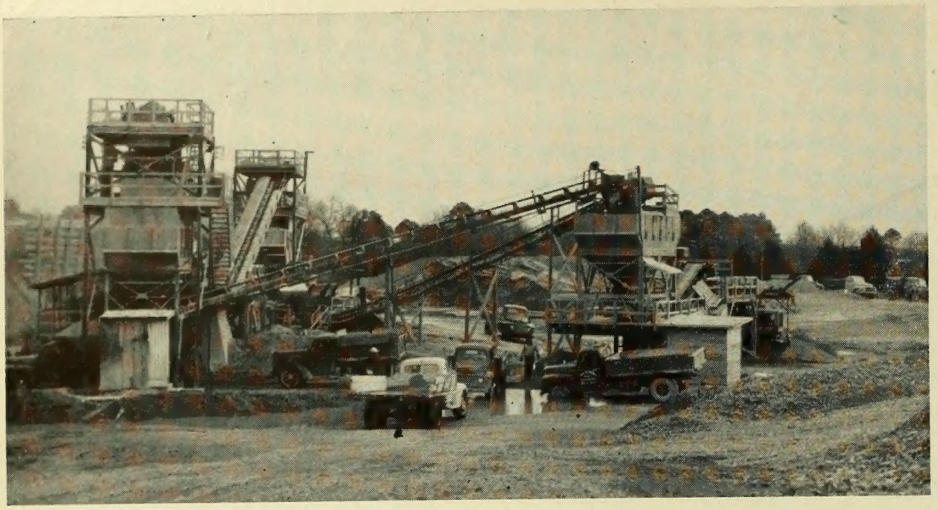
At this point, work was stopped for four consecutive days because of a two and one half inch rainfall. The *third* layer of material was loose during the rain and absorbed an unusual amount of water. Shoulder drains were dug to handle the excess water in the material after the rain. A rubber-tired roller continued compaction according to specifications. Laboratory men from the Soils Department of the Division of Materials arrived to make density and moisture tests.

Material Tested

A calibrated ring was used in digging a sample of material from the base for

(Continued on next page)

A complete 16mm color film has been made of this entire project. It graphically shows the blending, mixing, hauling, placing and testing of this new type base material. It is available at this time to all N. C. State Highway Departments. Contact Pete Bourke, Materials Inspector, Division of Materials, Raleigh, N. C.



This is the Midland, N. C., plant of the Superior Stone Company. This plant produced the base material for the project on the new lane of US 29 between Charlotte and Concord.

In the left foreground is the stone screening equipment, in the rear is the crusher. On the right, in foreground, is the blending and mixing equipment. The water sprayer and asphalt pugmill are in the right background. (Photo by Pete Bourke.)

(Continued from page 3)

testing. Measurements were taken inside the ring to determine the volume of material removed for the test. Standard procedures were followed and the results of the first test on the *third* layer (after the heavy rain) were:

$\frac{138}{142} \times 100 = 97.4\%$ compaction

Moisture—9.0%

The above layer was loose during the heavy rain and compacted just prior to the test.

The subgrade was examined immediately after the above test was made. Under two layers of material *compacted before the rain*, the subgrade showed a *normal, dry* condition. A test made this same day on the two compacted layers gave the following results:

$\frac{149}{142} \times 100 = 105\%$ compaction

Moisture 5.0%

A double bituminous surface treatment was applied to the base material and later at least three inches of bituminous concrete will be added. One half mile of eight-inch compacted material (not part of the project) has been placed directly on the old pavement. Twelve hundred and forty feet of the old concrete pavement has had a single bituminous surface treatment. Then four inches (compacted) of the base material was applied. Both experimental sections will receive the standard bituminous surface treatment, and the results will be watched closely.

COMPENSATION

(Continued from page 2)

Witherspoon is called on to interpret the law in many cases. When a knotty legal problem or court action arises out of a disputed claim, he calls in Ken Wooten of the legal staff to be his spokesman.

Any appeal from a settlement goes first for review through an Industrial Commissioner, then the Superior Court, and lastly the Supreme Court.

There are many ramifications and extenuating circumstances to be considered in any claim. Take the case of the highway worker who lost his foot in the line of duty. His claim for an amputation, a steel brace and artificial foot was honored. When the brace got heavy and bunglesome during the hot summer weather, the worker wanted a lighter—aluminum—brace which he got. When the cold weather came, the light aluminum brace got chilled and snapped. Witherspoon, at the call of the artificial limb manufacturers, authorized payment for the return of the original steel brace.

Prisoners Covered

Workmen's Compensation even covers prisoners who are injured in the line of duty. However, they must file for compensation within one year of release. Otherwise, the claim will be automatically denied after this period of time. However, should the claim of a former prisoner be awarded and the claimant is again sent to prison, the payments stop immediately.

Claims for specific injuries are covered by the prevailing rate of 60 per cent of the worker's average weekly wage. Only the number of weeks of payment vary. Compensation is paid for the loss of limb as well as the loss of *use*. For instance, the loss (by amputation) or loss of use (by stiffness) of a little finger is compensated by 16-week payment; the index finger, 40 weeks; and the thumb, 65 weeks, etc. Loss of the first joint of the index finger is compensated by a 20-week payment.

Witherspoon is careful about details of an accident. He says, "Through the years, I've tried to handle all claims fairly and impartially."

STILL THE CHAMP

North Carolina was far ahead of any other state in the building of surfaced roads in 1951, according to figures released recently by the U. S. Bureau of Public Roads.

They show North Carolina built 8,092 miles of surfaced roads in 1951. Second-place Texas was far behind with 4,762 miles.

North Carolina had 25,065 miles of hard-surfaced roads in 1951, ranking seventh in the nation. Since this State added about 3,500 miles of hard-surfaced roads in 1952, North Carolina now probably ranks sixth, replacing Wisconsin. Ahead of North Carolina in the 1951 rankings on hard-surfaced miles were Texas, 46,942; California, 42,148; Pennsylvania, 39,288; Ohio, 39,007; New York, 36,665; and Wisconsin, 25,522.

In 1951, as in this year, North Carolina maintained more miles of roads—both surfaced and unsurfaced — than any other state. This State's total was 66,592 miles, of which 48,929 miles were surfaced. In second place was Virginia, with administration over 48,519 miles of roads, of which 44,617 miles were surfaced. Pennsylvania was third and Texas was fourth.

Except for Pennsylvania, this State had more miles of hard-surfaced secondary roads. Pennsylvania had 19,467 miles of such roads, and North Carolina had 14,597 miles. North Carolina's total of hard-surfaced secondary roads probably is above 18,000 miles now.

Paving Surpasses 14,000 Mile Goal

RECENTLY RELEASED figures reveal that Governor Scott's goal of 12,000 miles of secondary-road paving during his administration was exceeded by 1,569.8 miles.

During the four years ended last December 31, a total of 13,569.8 miles of secondary roads were paved in North Carolina, according to figures compiled by the Division of Statistics and Planning.

That's 113.08 per cent of the 12,000-mile goal set by Scott when he offered his road program to the people of the State.

The greater part, but not all, of the new paved mileage was financed by the $200,000,000 secondary-road bond issue voted in 1949. Some of it was county-road paving that came from other funds.

During the four years, a total of 17,623.9 miles of country roads were stabilized for all-weather use.

All counties in Divisions Three, Four, Six and Seven have passed their paving goals, set when the bond money was allocated. In addition, the goal has been passed by the following counties: Camden, Chowan, Currituck, Dare, Edgecombe, Gates, Hertford, Martin, Northampton, Warren, Greene, Hyde, Lenoir, Onslow, Pitt, Tyrrell, Alamance, Alexander, Burke, Catawba, Cleveland, Lincoln, Polk and Rutherford.

The figures on new secondary roads do not include resurfacing or widening.

Centerlines

TRAFFIC ENGINEER Robert A. Burch reported the State Highway Commission last year painted 17,500 miles of highway centerlines, including the yellow barrier lines at potential danger points.

A total of 12,448 miles of white centerlines and 5,052 miles of yellow barrier lines, which serve as warning to motorists, were laid down in 1952.

Burch emphasized that the mileage painted in the year does not mean that is the total miles of painted lines in existence on North Carolina highways. Many miles of roads painted in 1951 did not need repainting last year, due to use of a superior paint in 1951. Roads not repainted in 1952 will require new centerlining this year, Burch explained.

He added:

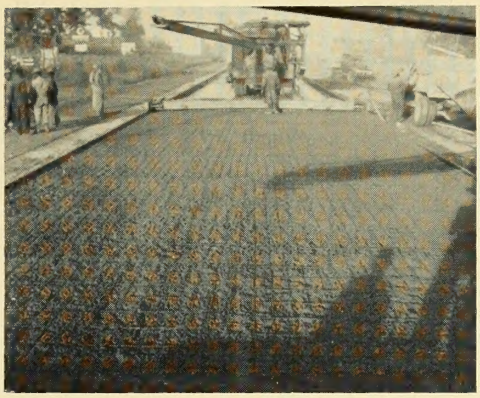
"The painting operation, as a result of the demands of the public, has increased each year and it appears will continue to increase until such time that a usable and satisfactory line is in existence on all major roads."

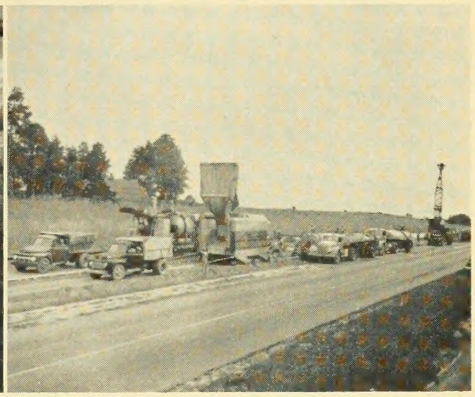
In 1950, his division painted 10,934 miles of centerlines, and it painted 16,079 miles in 1951.

Last year's record-breaking operations required use of 162,853 gallons of paint, of which 84,510 gallons went into white lines and 78,343 gallons into the yellow lines. Rate of paint application on the white lines averaged 6.8 gallons per mile.

All of the paint was manufactured at Central Prison, and all of it was premixed with reflectorized beads which give the centerlines greater visibility at night. Use of high-capacity painting machines enabled some of the work crews to paint in excess of 50 miles of centerline in a single day.

Modernization of US 29 and 70





On the left, dual drum mixers pave a 24-foot concrete roadway on the south lane of US 29 and 70 from Lexington to the Yadkin River.

On the right, the north lane of the old road is widened from 22 to 24 feet. A new concrete slab is being poured on top.

R. P. Dowtin is the resident engineer. O. D. Rentz is instrumentman and T. R. Fulghum and Paul Grimes are the inspectors.

Herbert Barksdale is the superintendent for the Rea Construction Company of Charlotte.

WIDENING

(continued from page 1)

bituminous concrete material after the existing pavement had received a tack coat of asphalt emulsion. This procedure was also used in obtaining the desired superelevation on curves.

As of January, 1953, the bituminous concrete for the widening and the revisions had all been placed. The contractor is now proceeding with the placing of a sand asphalt leveling course, one inch thick. This will be followed by the sand asphalt surface course, also one inch in thickness, and the finishing of the shoulders. The entire project should be completed in the early spring.

The Nello L. Teer Company of Durham was the low bidder on this project with a bid of $406,982.00. The bituminous work is being done under the direction of Mr. H. H. Byrd, General Superintendent, and Mr. Jack Bean, Superintendent, for the contractor.

Mr. R. J. Peele, Jr., is Resident Engineer and Messrs. A. R. Cherry and W. W. Prescott are handling the inspection on the plant mix materials.

Don't Forget Tax File by March 15

STATE COMMISSIONER of Revenue Eugene G. Shaw in a plea for promptness in filing State income tax returns wrote Dr. Jordan to say:

"During the past few years we have installed mechanized equipment for the detection of individuals and corporations liable for income tax but whom have not filed. When these delinquent taxes are discovered, our procedure is to have the taxpayers contacted through our field deputies. This often means that the delinquent taxpayer loses time from work and must be charged penalties and interest for failure to file. Further it is often difficult for the taxpayer to gather the necessary information at a later date to properly claim the deductions to which he is entitled.

"A single person who has an income of $1,000 and above, or if married and is head of a household and has an income of $2,000 and above is required under our law to file a return."

Better And Safer Highways

By HARVEY S. FIRESTONE, JR.

Mr. Firestone, chairman of the Firestone Tire and Rubber Company, gave this talk on the Voice of Firestone Radio and Television Program on NBC, October 6, 1952.

FOR MANY YEARS, we Americans were proud of our system of streets and highways. But today, many of them are so out-of-date that they have become liabilities rather than assets. Last year, 37,500 men, women and children lost their lives in automobile accidents, and a large percentage of them would still be alive if our streets and highways were adequate to meet our traffic needs.

The United States has two and a half times as many motor vehicles as all the other countries of the world combined. No other nation on earth relies so heavily on automotive transportation for the mass movement of people and products. More than 40,000 communities are completely dependent on cars, trucks and buses for all of their transportation needs. Three-fourths of all passenger travel between cities, towns and farms goes by car or bus. Two-thirds of all freight is shipped by truck during some part of its journey. Therefore, it is vital that the automotive vehicles, on which we so largely depend, be kept moving quickly, economically and safely.

With automobile registrations increasing every year, this situation will get worse as time goes on unless steps are taken immediately by towns, cities, counties, states and the federal government, individually and collectively to modernize our obsolete street and highway systems. Americans are beginning to realize that installing more stop signs, re-routing trucks, reducing car speeds and other restrictive measures taken in the interest of safety provide no permanent solution to the problem. Last year, the economic loss from traffic accidents totaled three and a half billion dollars. This is more than was spent on the entire system of highways, roads and streets.

Good Roads Leader

Shortly after the turn of the century, my father became a leader in the Good Roads movement. Later, in 1918, he pioneered the Ship-by-Truck movement which gave impetus to the development of the trucking industry. These two movements were instrumental in arousing the American people to the full possibilities of automotive vehicles and to the necessity for providing an adequate system of streets and highways over which these vehicles could operate swiftly, comfortably and safely. As a result, shortly after the first World War, the United States began building a nationwide system of hard-surfaced roads.

Most of our present highways were designed and built during those years, when car speeds were low, when truck loads were light and when the volume of motor travel was small. Twenty-five years ago, there were only twenty million motor vehicles. Today, there are nearly fifty-two million. Yet, during the past quarter of a century little has been done to expand our highway system to keep pace with the growth in traffic volume.

In an effort to prevent accidents, so many stop signs and traffic lights have been installed that driving has become irritating, laborious and slow. In many of our large cities traffic is so heavy that it is sometimes faster to walk than to ride. The answer seems to lie in the construction of wider streets and express freeways rather than in trying to make horse-and-buggy streets serve hundred-horsepower needs.

Parking Problem

Parking is another serious problem. Street parking narrows down the available lanes for traffic flow and parked cars are a hazard which frequently cause accidents. In many communities, parking facilities are so inadequate that a disproportionate amount of time must be spent trying to find a place to park or else the car must be parked so far from the destination that public transportation facilities must be used. Many believe that skyscraper parking buildings, with a narrow taxable frontage on the street, and underground parking garages will be the ulitmate answer.

The basic principles of safety which are learned by young people during their formative years are likely to remain with them throughout their lives. Every high school should provide a course in driver training. Statistics show that school-trained drivers have twice as good a safety record as untrained drivers of the same age. Yet, today, only about one out of every five eligible high school students receives this instruction.

Another step essential to the reduction of accidents is the adoption of uniform signals, markings and traffic laws. Today, for example, the various states have sixteen different methods of marking center lines and three different rules for making left turns. This situation creates endless confusion in long distance travel.

Another cause of many accidents is unsafe vehicles. But America's great nationwide network of automobile, gasoline and tire dealers, with their unmatched repair and replacement facilities, makes it easy to keep automobiles in safe driving condition at all times.

According to competent authorities, it will take five to seven billion dollars a year for the next fifteen years to build essential roads, to modernize existing highways and to maintain our present system in a satisfactory condition. This gives us more comprehension of the magnitude of the task that lies ahead.

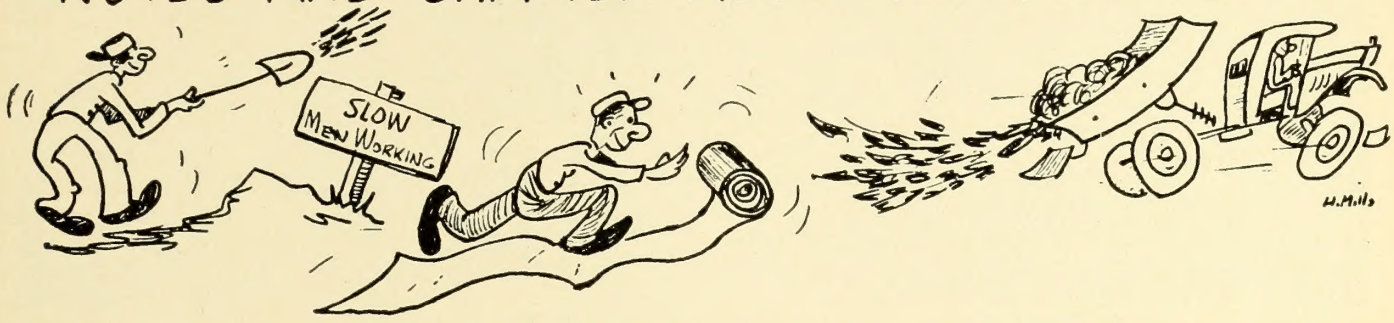
P. A. R. Movement

Recently, some forty national organizations, representing highways users, industry, business, agriculture and other interested parties, have united in an effort to promote an adequate nationwide highway program. This new Good Roads movement is called P. A. R., which stands for Project Adequate Roads, and its purpose is to bring the nation's highway system up to par with our country's needs. If this movement is to succeed, it must have the support of every American.

Our streets and highways are vitally important to the future of our country. It is imperative that we concentrate our attention on the chaotic conditions into which our traffic system has fallen as a result of long neglect and the tremendous increase in motor vehicle travel. To delay any longer is to invite disaster which may cost thousands of lives and billions of dollars. America's future progress depends on better and safer highways.

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



HEADQUARTERS

SAM SMITH returned from a Christmas vacation in Florida to supervise the January fifth moving of the accounting department to the south wing of the third floor in the new highway building . . . Soon after, a former employee, *Mrs. Selma Franklin*, came by to see the fine new home of the Accounting Department . . . She brought them a box of delicious home made fudge . . . Another former employee, *Virginia Miles*, is working temporarily . . . *Jo Ann Williams* is a new worker . . . *Juanita Mitchell* is starry-eyed since receipt of a diamond ring at Christmas . . . She and Ray Rowe of Princeton will marry in April.

CONGRATULATIONS to the *Max Collins, Jr.'s* and the *Ken Wootens* on their new additions . . . *Melba Collins*, former road locating department employee, had a seven pound 13 ounce son, Max III . . . *Ken's* wife, Dr. Jane Herring Wooten, had a daughter, Susan, born January 11.

NEW FACES . . . New engineering aides I in Location are *Ned H. Baker, Wayne M. Cabe, James C. Tatham*, and *N. L. McNeill* . . . Highway engineer II *H. B. Midgette* transferred from Construction to Location . . . *C. E. Kistler*, Highway engineer I, after military service is back on Location . . . *Louis S. Hales* has been put on the permanent Location payroll . . . New employees with the Bridge Department are *T. W. Joyce, O. W. Reagan, Jr., L. B. Shaw, D. W. Hancock*, and *W. H. Aman* . . . *Mrs. Betsy Penny*, after a five-year absence, is back in highway purchasing; she replaces *Bill Reaves'* secretary, *Mrs. Pauline Gooch*, who is now secretary to State Auditor Henry Bridges . . . *Mrs. Jane Cameron* and *Mrs. Jo Birta Feroe* are new employees in Statistics . . . *J. P. Pendergrass*, lab technician III of Durham, has come to work in the research lab . . . *C. L. Dodl*, formerly of Richmond, Virginia, is a new materials inspector . . . *David Jordan* is doing some temporary work with the Prison Department.

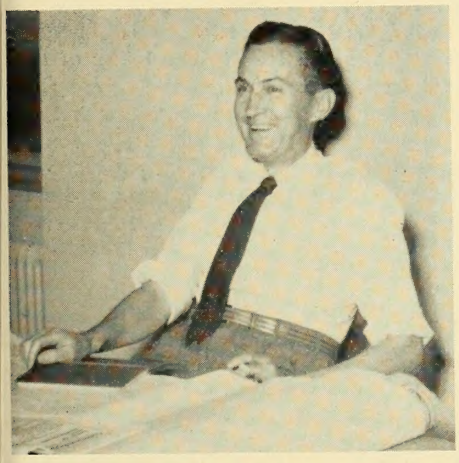
CHIEF CHEMICAL Testing Engineer *C. T. Carmichael* and Laboratory Technician III *H. Fred Waller* passed 30 year work anniversaries in January.

BRIDAL NOTES . . . Assistant Prisons Director *Robert A. Allen* was married to Mrs. Florence Jones of Greensboro, January 10 . . . Cheif Materials Engineer *C. E. Proudley* was married to Miss Ruth Fowler in December . . . *Betty Lou Pace* resigned from Statistics to marry Air Force Lt. William Brachney and live in Houston, Texas . . . George Parrott married the daughter, Sandra Barker, of another Roadway employee, *W. H. Barker*, February 14, in Raleigh's Good Shepherd Episcopal Church.

PAM CONNELLY of Bridge Maintenance celebrated her birthday January 30.

THE SICK LIST . . . *Virginia Ofcharik* and *James W. Bryan* of the Prison Department were both out with flu . . . *Ed McMahan, Jr.*, of Roadway, stayed home a few days with flu . . . *Ethel Byrd Jones*, B. W. Davis' capable secretary, was hospitalized at Rex with pleurisy . . . *Miss Ina Ferrell* was hospitalized with pleurisy and pneumonia . . . *Lib Talton* of Right-of-Way had a tonsillectomy at Rex Hospital . . . A speedy recovery to *Helda Ray* who has been ill.

Dean



Dan Allen was unofficially appointed "Dean of Women of the Fifth Floor" of the new highway building. His fellow draftsmen in the Roadway Department claim he "gives all the women up here a box of candy at Christmas and gives us a hard time."

Dan's ready wit is an integral part of the Roadway drafting room. He has been with the Commission since 1927 and is a designer II.

Former Editor



Betsy McMillan Parks of Atlanta brought her young daughter, Jane Ray, by the highway building for a visit in December. It is appropriate that Jane start reading ROADWAYS since her mother is the former editor.

Bill Mingis took this picture of Betsy and Jane in the Commission Room.

Christmas Festivities In Raleigh Offices



Although the Christmas holidays are only memories now, we thought you'd like to see some of the informal parties given by a few departments of the Raleigh offices, the afternoon of December 23.

The top left photo of the Prison Department party shows, from left: Nora Sullivan, Dot Kennedy, Jean Wellons, Charlie Amick, Blaine Madison, Edith Allen, John Denton, Adelaide McCotter, Hazel Keith, and Ann Jones.

On the second row, from left, are: David Jordan, J. D. Wilson, Walter F. Anderson, John Howard, Della Mitchell, J. W. Bryan, Robert A. Allen, Mary Bass, E. J. Harrington, Mildred Ferrell, Virginia Ofcharik, and Nell Bobbitt. John Howard played Santa Claus and distributed presents. His fellow employees gave Director Walter Anderson a handsome gray wool suit.

The Statisticians invited R. Getty Browning down from Location to play Santa Claus to them. He passed out simple gifts. The party of the Statistics and Planning Division is shown at lower left. Front row, from left, see: J. D. Bradford, Guy Farmer, Belle Tilley, Bettie Miles, Helen Puckett, Imogene Nobles, Blanchie Bradley, D. C. Fussell, and Lucille Winstead.

On the second row, from left, are: Earl Tyndall, Walter Wylie, Marie Hall, A. E. Bevacqua, Carl Wilson, Elfredo Gonzalez, Charles Townsend, Jr., and Jane Walker.

Third row, from left, are: L. V. Jay, R. N. Brincefield, J. S. Burch, Marvin Cates, W. B. Sedberry.

The center picture shows the tree in the lobby of the new Highway Building. Dr. Jordan donated the tree, lights and ornaments. George Parkin and Reuben Shaw helped decorate it. In the picture Avis Knight and Dolly Smith put on the finishing touches.

The top right photo of the Bridge Maintenance Department shows, on the front row, from left: Ralph Carroll and Worth Sanderford. On the second row, from left, are: J. W. Pagan, B. S. Jenkins, Stanley Barger, William Banks, and L. V. Pearce. Standing in the back, from left, are: Charlie Biggs, Dixie Ferguson, C. B. Taylor, Pam Connelly, Jess Markham, A. S. Furtado and C. E. Watkins.

In the lower right photo of the Equipment Department personnel see, from left: Dorothy Shaw, Bernice Mann, Margaret Seagroves, Frances Stephenson, Myrtle Wall, Sarah Peele, Edith Williams, Beulah Prince, Essie Ruth Jones, B. W. Davis, Ethel Byrd Jones, Vera Graham, Julian R. Ray, J. V. Clifton and R. G. Setzer. Julian Ray played Santa Claus and passed out the comic gifts.

RESIGNATIONS . . . *Charles A. Short* resigned his job in Roadway for other employment . . . *C. W. Belton* left the Bridge Department to work for Peden Steel Company . . . *D. L. Childress* resigned from the Bridge Department to return to N. C. State College.

OUR SYMPATHY to *Dan Allen* in the death of his sister, Blance, January 17.

VACATIONS . . . *R. W. McGowan* of Roadway spent Christmas in Florida . . . *Frances Richardson* spent the holidays with her family in Baltimore, Maryland . . . *John Howard* spent Christmas in Washington, D. C. . . . *Carl W. Galloway* and family journeyed to Jackson County for the holidays . . . *W. J. Brown* drove his mother to Texas for Christmas . . . *Connor B. Patton* drove his family to his wife's home in Kansas for a vacation.

THE HIGHWAY Research Board meeting in Washington, D. C., January 12-16, was attended by *T. B. Gunter, W. S. Winslow, B. W. Davis, Frank Brant, A. D. Morgan, H. D. Hester, A. W. Mears, C. R. Penny, H. F. Waller, Jr.*, and *J. R. Brandon* . . . Morgan is chairman of Committee A-1 of the Bituminous Division . . . Messrs. *Hester, Penny* and *Brandon* presented a progress report on the research conducted on the 66" multiplate pipeline installed under a 175-foot fill of the Ridgecrest-Old Fort relocation.

CHIEF Materials Engineer *C. E. Proudley* spoke to a group of 250 attending the National Crushed Stone Association's School in Washington, D. C.. January 8 on "Stabilized Aggregate Base Construction" . . . He illustrated his talk with motion pictures and slides.

THE BRIDGE Department had its third annual Christmas party the night of December 19 . . . It was a great success and everybody had a wonderful time.

PHYSICAL Testing Engineer J. E. Thompson attended the American Concrete Institute in Boston, Massachuetts, February 17-19.

DIVISION TWO

JASPER L. PHILLIPS
Division Correspondent

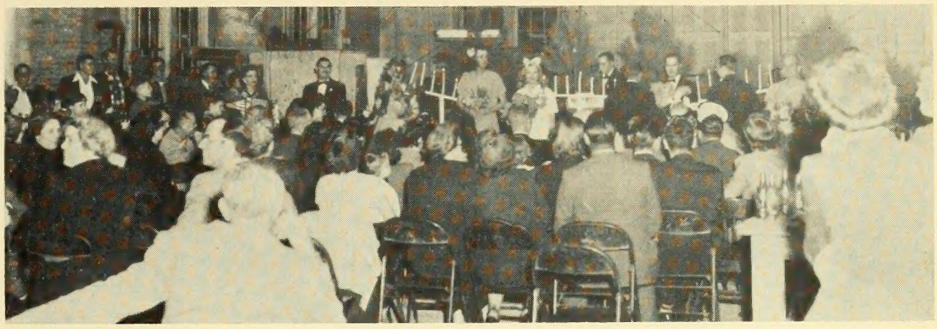
TWO MEN IN THE SECOND—Highway Engineer IV *J. B. Cutchin* and Division Engineer *R. Markham*—have been on the sick list . . . *Cutchin* is back at home in New Bern after a stay in Duke Hospital . . . *Markham* was at home with influenza.

Mock Wedding



"Mr. Busby Honeycone" (J. D. Parker, Sr.) escorts his daughter, "Matilda," the bride (E. L. Tripp), to the altar in the womanless wedding presented by the Pitt Chapter of NCSHEA in December.

Pitt Chapter Gives Womanless Wedding



Following a December oyster roast, the Pitt Chapter of NCSHEA and guests attended the wedding of "Miss Matilda Lovejoy Honeycone" to "Mr. Tracy Hobo Liquorstill" in the highway garage at Greenville. The entire cast of the womanless wedding, with the exception of the accompanist, was made up of highway employees under the direction of Anne Askew who wrote and managed the production.

The altar was banked with baskets of magnolia interspersed with tall standards of burning candles. The pews "within the ribbons" were marked with large satin bows. The "Rev. Stormyweather" (L. L. Bishop) heard the vows. "Mr. Tweedlie Bird" (Howell Peele) sang "Ah, Sweet Misery of Life" and "I Love You Truly," accompanied by Mrs. Harvey Ward on the accordian. A. E. Banta and Rufus Whitley were ushers.

The maid of honor (G. C. Phillips) was gowned in blue crepe. The bridesmaid (T. L. Sutton) wore an old rose gown with a black lace overskirt. The other bridesmaid (W. E. Haddock) wore a blue gown. The flower girl (H. L. Briley) was dainty in a white dress with purple sash and hair ribbon. All carried bouquets of mixed flowers. The ring bearer (Johnnie Edwards) wore knee-length trousers and formal evening coat. The ring was nestled in a large collard green. Train bearers were Edward Eakes and Roland Veiletta.

The bride (E. L. Tripp) entering on the arm of her father, "Mr. Bushby Honeycone" (J. D. Parker, Sr.), was radiant in a white cotton wedding gown with net trim and veil. "She" wore a lovely coronet of seed pearls and net. "She" carried assorted flowers.

"Mr. Liquorstill" (George Minch) was escorted to the altar with a shotgun by his best man (E. D. Credle).

"Mrs. Busby Honeycone," mother of the bride (J. L. McDonald) wore a rose beige gown with black lace trim and stole. "Coobawl Honeycone," baby brother of the bride (L. C. Bunch, Jr.); the maid (Lloyd Wilson); "Mr. and Mrs. Fulla Baloney," aunt and uncle of the bride (Junior Yohn and W. W. Fortescue), were present. "Miss Bee Busybody" (J. G. Gibbs), a gossipy old maid prepared for any emergency with a parrot and an umbrella, wore a revealing blue and beige satin gown with a brown crochetted evening hat. "Miss Ima Wreck," the jilted sweetheart (Johnnie Pollard), wore a chartreuse gown.

Following the ceremony, the wedding party formed a receiving line and greeted the guests.

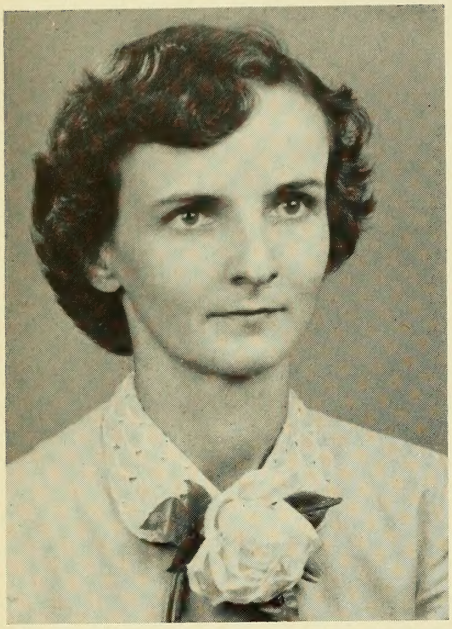
CAPTAIN C. W. SNELL, JR., is back at his desk in the division after an 18-month tour of duty . . . He's office engineer.

OUR SYMPATHY to the family of *James Kenneth Brewer* who died January 5 . . . A native of Franklin County, *Brewer*, had been with the Commission for 20 years . . . He had lived in Jacksonville since 1941 . . . He is survived by his wife; a son, Kenneth, Jr., of Wilson; a daughter, Mrs. Clinton Pruitt of Louisburg; one grandchild and one sister.

THE PITT COUNTY chapter of the NCSHEA presented a womanless wedding at its regular meeting in December at the highway garage.

PRESIDENT *Anne Askew* assisted by vice-president *Horace Vincent* introduced the following guests: *Merle Adkins* of Durham, president of the State Association; *Withers Davis* and *J. W. Upton* of Fayetteville; *Mr. and Mrs. K. R. Scott* of Greensboro; *Mr. and Mrs. William Benton* of Wilson; *H. H. Wesley* of Washington; *J. L. Phillips* of Kinston; and *P. E. Mallison* of Rocky Mount . . . Also present were Mr. Ray, Mr. Jennings, and Mr. Cheek of the Nu-Tread Tire Company of Durham. Delicious steamed oysters with sauces, crackers, and iced drinks were served by secretary *C. D. Bass* and his crew of able helpers.

PROMOTED



Mrs. Thelma S. Bryan of Federal Contact Engineer R. R. Trevathan's department is proof positive that hard work and initiative pay off.

In a 14-month period, Mrs. Bryan progressed from clerk I through clerk II to clerk III.

Her unusual rise in classification came from her on-the-job demonstration of exceptional ability. According to her fellow employees, she's a "cracker-jack" worker.

In September, 1951, Mrs. Bryan was employed as a clerk I in highway purchasing. Eight months later she was promoted to clerk II in the invoicing approval section. In December, 1952, she was promoted to clerk III and transferred to Federal Contact Engineer Trevathan's department.

She is married to William L. Bryan. They live near Garner and have three daughters: Joe Ann, Phyllis and Mary Pat.

DIVISION THREE

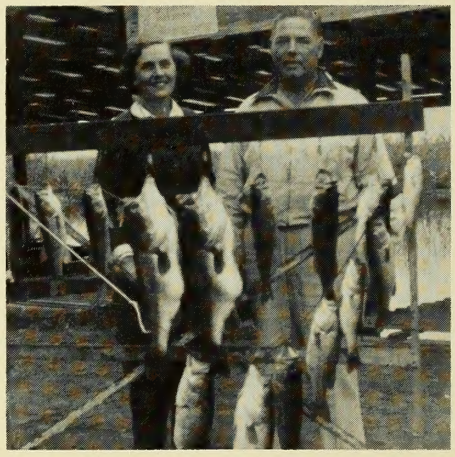
SAM M. WILSON
Division Correspondent

THE DIVISION OFFICE employees and their families enjoyed a Christmas party at the Highway Patrol clubhouse . . . *Steve Ammons* and *Bill White* directed the serving of a delicious barbecued chicken dinner by candle light . . . *Clara Moran* and *Jackie Russ* were responsible for the decorations—a tree and "kissing ball" of mistletoe . . . Christmas music was played over the loudspeaker . . . *C. E. Brown* as Master of Ceremonies played "Santa Claus" and distributed presents from under the tree . . . About 35 people took part in the festivities.

BARBECUE was served at the December meeting of the Third Division road oil employees of NCSHEA in the Highway Patrol clubhouse . . . The boys cancelled their business meeting to honor their supervisor, *A. T. Hight*, with a birthday party . . . At dessert, *S. R. Royal* brought an eight-pound cake to *Hight's* table . . . *Leroy Faircloth* presented *Hight* a wrist watch on behalf of the road oil boys . . . *Sam Wilson, C. E. Brown, J. W. Upton, Withers Davis, Steve Ammons, T. T. Betts, Merle Adkins* and Otis Banks were guests . . . Banks and *Bill White* showed two movies.

SICK LIST . . . Road oil foreman *F. B. Andrews* has been out sick for some time . . . *Alfonzo Butler* was struck by a hit and run driver while riding a motor scooter in Wilmington . . . *L. C. Smith* of the soils lab suffered a nervous breakdown and is confined to the Veterans Hospital in Fayetteville . . . We wish speedy recoveries to *Andrews, Butler,* and *Smith.*

Honeymooners



Lois Estelle Smith and John Hampton Burrus were married December 21 in Kinston. They took an extensive bridal tour of Florida.

The above picture is the result of three days fishing at Lake Griffin near Leesburg. The bride claims she caught as many fish as her husband did and that the largest he caught only exceeded the weight of her biggest fish by one-fourth pound!

Mrs. Burrus, a graduate of East Carolina College, taught in Garner and Charlotte before going to Kinston as the first grade teacher of Harvey School. The groom is a State College graduate and resident engineer with the Highway Commission in Jacksonville.

DOWN ON THE FARM . . . Two families—the *Leroy Faircloths* and the *E. L. Williamses* — recently sold their homes and bought farms near Stedman . . . We wish them good luck and good harvests.

SERVICE NEWS . . . *R. K. Freeman* of the soils lab is now in San Diego, California, taking basic naval training . . . *Lew Sumner, Jr.*, of Construction just passed his Army physical examination and is expecting a call from Uncle Sam any day.

MACHINE OPERATOR *Daniel A. McIntyre* of Fayetteville retired in December after 36 years with the highway maintenance department.

TROY BASS, popular citizen of Newton Grove, died in a local hospital in November . . . Employed by the Commission since 1929, he was a machine operator in District Three.

CONSTRUCTION employee *H. B. Smith* took his family to Miami, Florida, for a two weeks visit with his sister at Christmas . . . *"Smitty"* report they had a wonderful time.

MR. AND MRS. *E. L. Thorpe* were presented with twin boys on December 28 . . . One of the twins died shortly after birth . . . Mrs. Thorpe's condition is very much improved . . . *Mr. Thorpe* is with Construction in Wilmington.

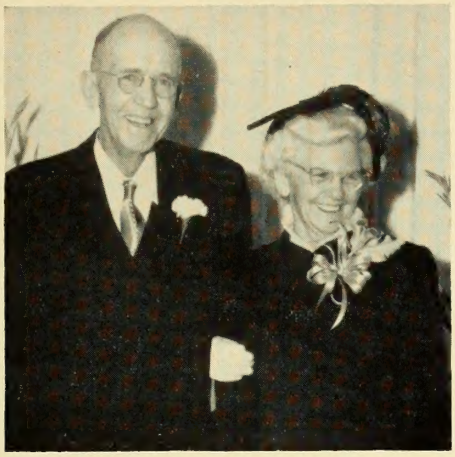
ROBERT S. BENSON (Construction Department, Wilmington) has just been released from Bullock Hospital where he received treatment for rheumatic fever . . . All the boys in Construction hope he'll be able to return to work before long.

Newlyweds



Betty Jean Moore of Kinston and Garland Morton, Jr., of Pollocksville were married by Reverend Mosley in St. Mary's Episcopal Church in Kinston November 26. Morton works with the Commission in New Bern.

Just Married



Bridge foreman J. D. Epperson of New Bern was married to Mrs. Beulah Dixon of Spring Garden December 27 in a six o'clock candlelight service. Rev. J. A. Russell of New Bern heard their vows.

Epperson started working for Edgecombe County in 1921. Eight years later he transferred to New Bern where he has been ever since. He has been with the State and county a total of 31 years.

DIVISION FOUR

WADE H. PRIDGEN
Division Correspondent

CHRISTMAS FESTIVITIES . . . The *Earl Crumps* were host to a number of employees at a buffet supper . . . The food was delicious . . . The road oil employees had a big supper at their kitchen before adjourning for the holidays . . . The Fourth Division shop had its annual Christmas party . . . The Wilson County maintenance employees gathered for a fine supper before the holidays . . . A good time was had by all at the parties.

OUR SYMPATHY to the family of *James T. Bass*, a Wilson County Prison Camp guard since 1947, who died in December . . . To *Mr. and Mrs. T. J. McKim* in the recent loss of Mrs. McKim's mother, Mrs. Fanny Pope . . . To *Mr. and Mrs. Sam Livesay* in the death of her father, Grover B. Saunders . . . And to *Mr. and Mrs. W. F. Collins* in the recent birth and death of a baby girl.

CONGRATULATIONS to the *Alton Dickersons* on the birth of a girl, Celeste Gail . . . And to the *Paul Fulghums* on the birth of a boy . . . *Dickerson* is with Location, *Fulghum* is with Maintenance.

THE DIVISION Shop is sporting a new fence around its premises . . . It looks fine and should be durable.

ROAD OIL employee *A. C. Edwards* took time off recently to visit in Philadelphia.

A FORMER road oil employee—*W. R. Dew*—is back with the Commission . . . We're glad he's with us again.

Just Returned



Corporal Herman Graham is back in Salisbury after a two-year Army stint in Germany. He operated a bull-dozer for an Army Engineering unit over there.

Herman is a former highway motor grader operator. His father, C. W. Graham, is the District Two Blacksmith of the Seventh Division.

DIVISION FIVE

J. W. JENKINS
Division Correspondent

THE ANNUAL MEETING of the Fifth Division Credit Union was held in Graham, January 9 . . . About 125 members attended . . . Barbecue and brunswick stew were served . . . New officers were chosen.

CONGRATULATIONS to *Mr. and Mrs. J. L. McPherson* of Graham on the birth of a son, Charles Worth, December 26 . . . *McPherson* is office engineer in Greensboro.

F. F. GOOLSBY, gang foreman in Rockingham County, retired on disability, February 1.

SERVICE NEWS . . . *D. W. Patat, Jr.* and *Bobby B. Cook*, former District Three employees, have returned after serving in the U. S. Armed Forces . . . A former employee, *Pfc. James M. Scott*, son of *Mr. and Mrs. K. R. Scott*, completed a course in air force electronics and is now an air cadet radar observer in Waco, Texas.

D. T. SHARPE, gang sub-foreman in Rockingham, died at the Annie Penn Memorial Hospital in Reidsville, January 25.

Bridal Couple



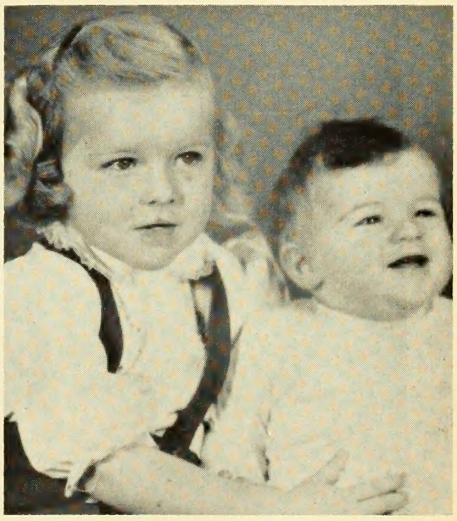
Harvey Evans, Jr., poses with his bride, the former Emogene Turner of Wilson. They were married December 21 at the Free Will Baptist Church.

The bride was graduated from Lucama High School and Atlantic Christian College. She is teaching in Bailey.

The groom is a graduate of Lee Woodard High School, Black Creek. Before entering service, he was employed by the Highway Commission. He is now stationed at Fort Devens, Mass.

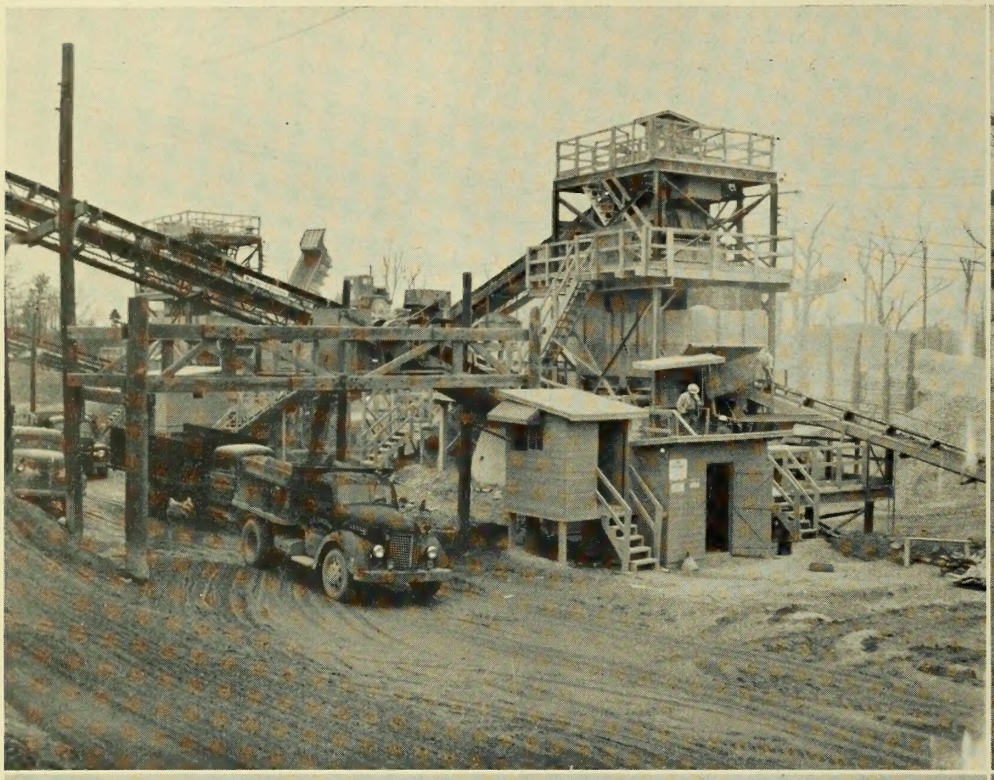
THREE BASKETBALL enthusiasts of the division office—*P. L. Welch, J. I. Lynch, Jr.*, and *W. W. White*—attended several games of the Dixie Classics in Raleigh.

Little Folks

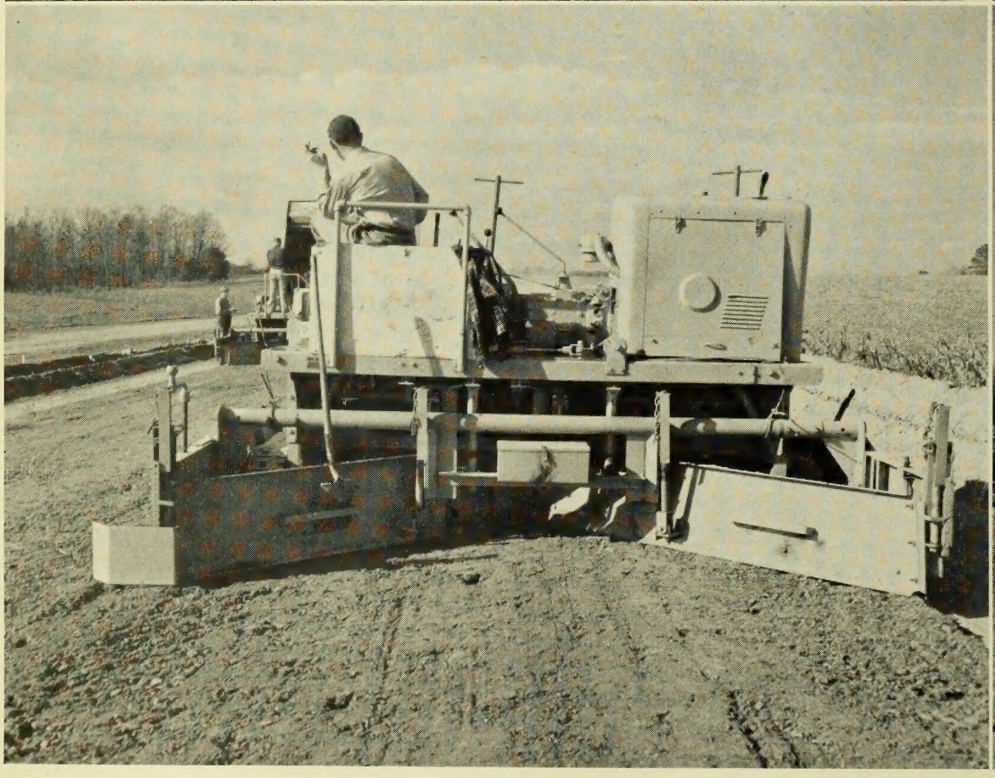


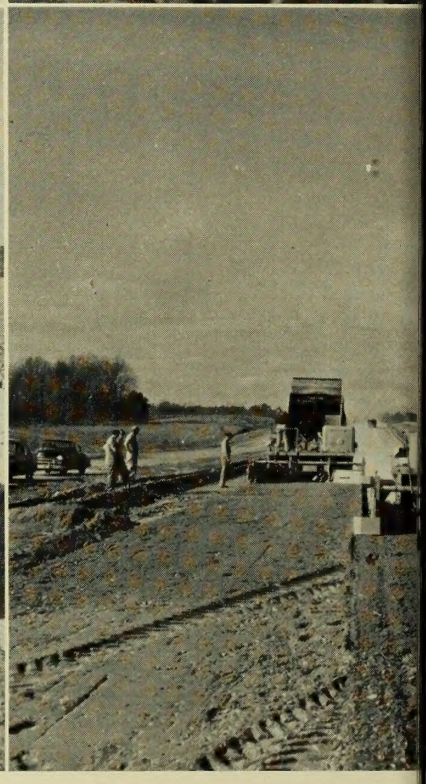
Meet Fay Aline and David Arthur, the attractive children of Mr. and Mrs. Bob F. Jones. Their father has been stationed at New Bern since 1946.

New Method Developed For Blending and Mi









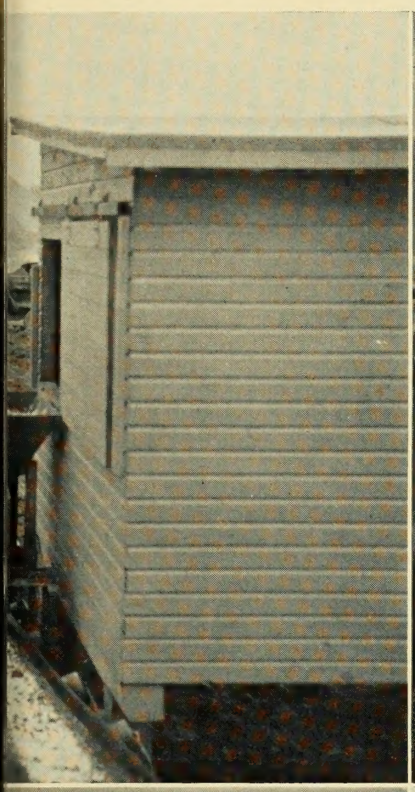
These pictures, made by Pete Bourke, at the Superior Stone Company plant at Bakers graphically tell the story of the new process of blending and mixing stabilized aggregate base material. For a detailed description of this process, see Pete's article on page three. The Bakers plant produces the same material as that made at the Midland plant.

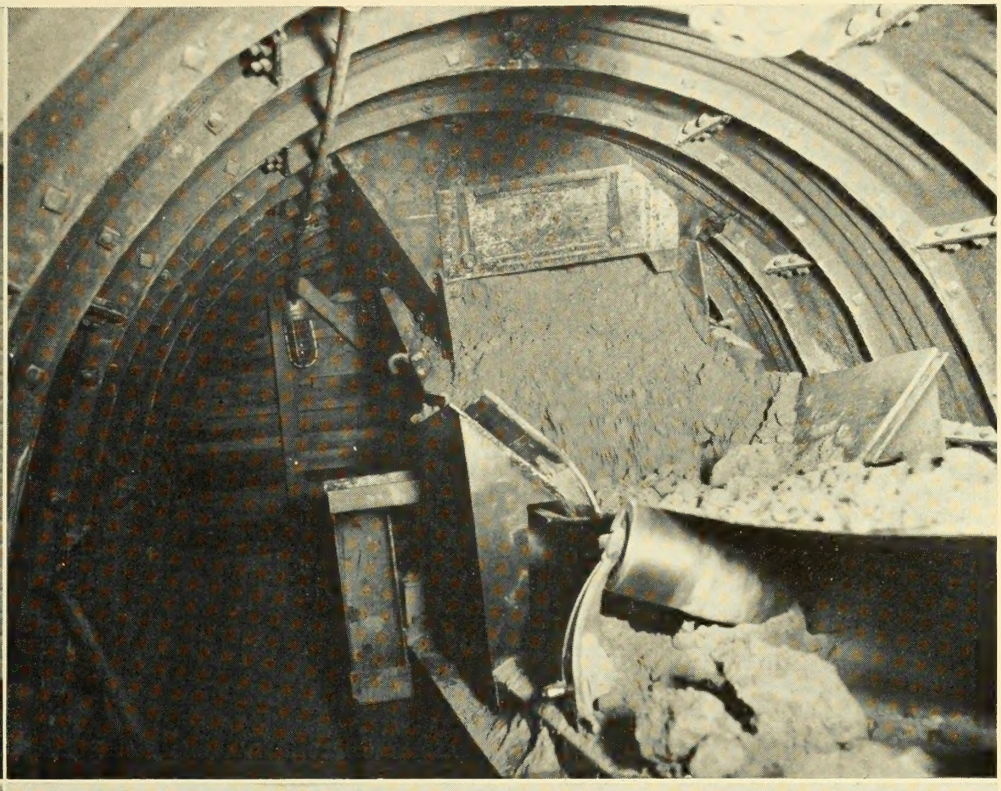
The top left picture shows the material being loaded into a truck.

The top center picture shows the method of loading both the soil and the calcium chloride on to the soil conveyor belt. The calcium chloride is fed through a bin.

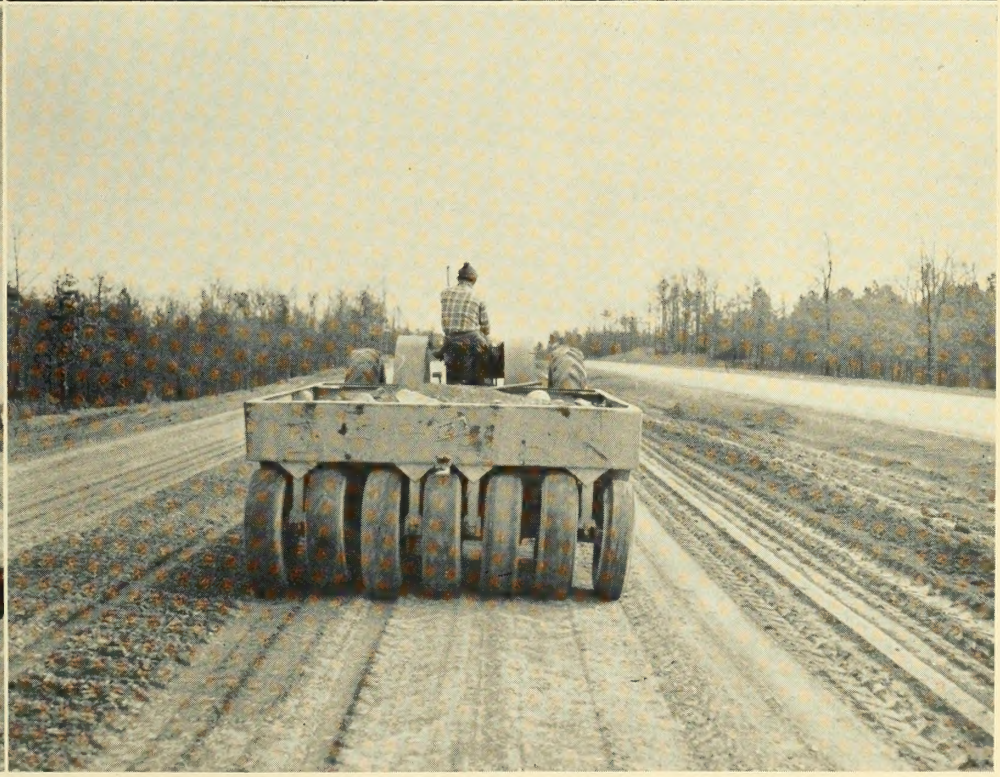
The top right photo is an inside shot of the soil

tabilized Aggregate Base Material At Bakers









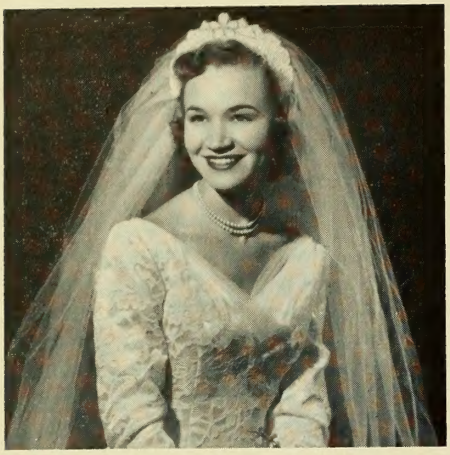
feeder and shows the method of feeding soil on to the conveyor belt.

The lower left picture shows a Jaeger spreader placing the base material on a project just outside Monroe, N. C.

The lower center photo shows two spreaders working side by side, thereby completing the full width of the roadway. A motor grader shapes the shoulders prior to rolling. On the left, a truck empties material into the spreader.

The lower right photo is of the rubber-tired roller which follows immediately behind the spreader. Specifications call for 325 pounds per inch width of tread on a roller. Rubber-tired rollers eliminate sticking and tearing.

Bride



Miss Betty Ray Tally, daughter of Mr. and Mrs. James Earl Lee of Laurinburg, became the bride of Blaine Allen Earon, son of Mr. and Mrs. Clarence Earon of Altoona, Penn., January 4, in the First Presbyterian Church in Laurinburg.

The bride's father is maintenance supervisor in Scotland County, District One, Sixth Division.

The bride attended Coker College and for the past two years held secretarial positions in Chapel Hill and Duke University.

The groom is a Duke graduate. He played four years on the varsity football team. He played on the Detroit Lions Professional Football team in 1951. In 1952, his team won the "World's Championship" of professional football.

Mr. Earon is employed by the Easterly Numaw Steel Co. of Charlotte where the couple will make their home.

LANDSCAPE SUPERVISOR *H. C. Miller* recently underwent a minor operation and is recovering nicely.

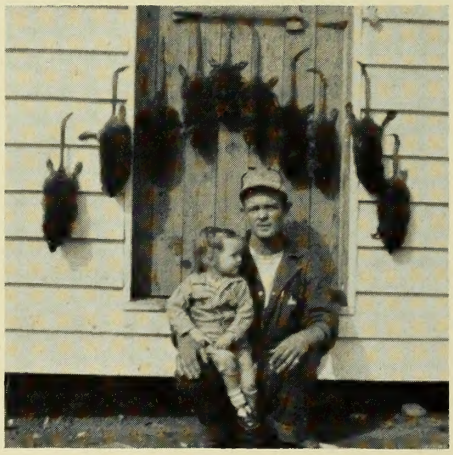
NEW EMPLOYEES include: *Wade V. Bradshaw* of Mebane; *Elvin A. Lumpkin* of Oxford; *Morgan McRanie* and *Ira Clifton Price* of Summerfield; *William B. Bowling, Charles William Pritchett* and *Max C. Tyson* of Burlington.

W. P. ALLEN of Haw River, *F. O. Bullington, Jr.*, of Greensboro, and *Jack D. Troutman* of Burlington resigned recently.

DURHAM COUNTY news . . . *C. E. Clements*, blacksmith, has returned to work after a two-months illness . . . *J. H. Poole*, floating gang foreman, is improving at home from a long illness; he hopes to return to work soon . . . *Paul M. West*, after a tour of active duty with the Marines, has moved to Durham in the Right-of-Way Department . . . He was formerly with Right-of-Way in the Eighth Division . . . *C. W. Heatherly*, truck driver, is the proud father of twins.

GRANVILLE COUNTY doings . . . *G. E. Crutcher*, floating gang foreman, enjoyed the Christmas visit of his son, Tommie, who had flown in from Newfoundland . . . Maintenance supervisor *Roy Beard's* son, Sonnie, was home for the holidays with a broken foot . . . Sonnie is with the 82nd Airborne Division at Fort Bragg . . . *H. E. Hicks*, bulldozer operator, is expecting his oldest son, Henry, home from Korea soon . . . *G. T. Wheeler*, M. O. M. G. O., is improving from a heart attack.

Good Trapper



Joie L. Graham of Salisbury, mechanic in the Equipment Department, shows his little three-year-old daughter, Phyllis Ann, the fine catch of muskrats he caught on the creek banks of Rowan County.

Joie likes to hunt, fish and trap during his spare time. He's an enthusiastic baseball fan, too.

Joie is married to the former Cathaline Webb. They have one other child: five-year-old Benny.

PERSON COUNTY events . . . *T. C. Horton, Jr.*, truck driver, has a new baby at his home . . . *B. F. Vaughan*, floating gang foreman, really put on the feed bag at Graham at the recent Fifth Division Credit Union meeting . . . Three men—*E. T. Pointer, J. W. Frederick*, and *R. G. Holleman*—have been out sick . . . *L. H. Winstead* has returned to work after a long illness.

DIVISION SIX

EDWARD C. DARDEN
Division Correspondent

SERVICE NEWS . . . Gang foreman in Randolph County *H. M. Cranford's* son, Cpl. Mack Glenn Cranford, has bee in the service for nine years; he's bee in Korea since November . . . Anoth Randolph County gang foreman, *W. Alcon*, has a son, Pfc. William H. Alco in the Marine Corps and stationed Camp Pendleton, California.

Silver Wedding



Mr. and Mrs. J. C. Phillips of Cha lotte recently celebrated their 25th we ding anniversary with an open house f their friends. The happy couple cut three-tiered cake. They have two fi boys, Milton Leon, 16, and James E win, four. Mr. Phillips is a gang for man in the Third District of the Seven Division.

Golden Wedding



Mr. and Mrs. Forney Haynes cel brated their 50th wedding anniversa December 25, 1952, at an open hou for their family, friends, and neighbo in Maiden. Mrs. Haynes is the form Margaret Isabella Strutt. The cou has one son, Zeb Vance Haynes Maiden.

Haynes was with the highway brid department for many years. Now tired, he operates a dairy farm.

HONORED . . . *H. P. Hoover*, gang foreman in Randolph County since 1931, was recently elected consul commander of Woodmen of the World Camp No. 921 . . . He was elected to a similar post in the district.

OUR SYMPATHY to the family of *Carlie F. Day*, R. M. O., of Angier who died December 24 . . . *Carlie* had been with the Commission since 1948 . . . And to *W. F. Floyd*, inspector with Construction in Lumberton, in the death of his Step-mother.

FAMILIAR FACES . . . *W. R. Spivey* has returned to Equipment in Sanford after an absence of three years . . . *Mrs. Carolyn Graves* who left the Commission six years ago is back in the division office as *T. C. Johnston's* secretary . . . She will be remembered as *L. E. Whitfield's* secretary when he was in Asheboro.

JAMES L. GARNER of Sanford has been hired as a mechanic in the District Two office.

NEWCOMERS . . . *Mr. and Mrs. Horace Farrell* of Pittsboro announce the birth of a daughter, Dixie Ray, October 10 . . . *Farrell* is a bridge inspector in Construction . . . *Mr. and Mrs. Joe H. Berrier* of Davidson County have a new daughter, Sarah Joe, who was born January 9 in the Lexington Memorial Hospital . . . *Berrier* is a highway engineer III on Construction . . . District Engineer *John G. Hall* of Asheboro became a grandfather January 16 . . . His youngest son, Merrill, is the proud father.

Just Married



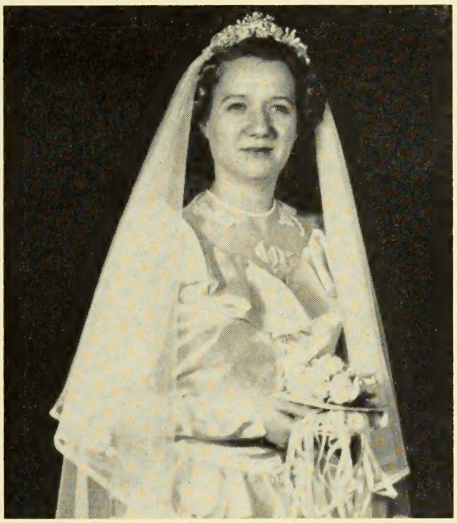
John Bost strides down the church aisle with his pretty bride, Billy Jean Reid. They were married December 21 and spent their honeymoon in Southern Pines. The Bosts are now at home in Cornelius. He's with the Seventh Division Equipment Department.

THREE MECHANICS have resigned for other employment: *Leo Lane*, *L. W. Johnson* and *Lloyd Cox*.

BEST WISHES to *William W. Kent* and Barbara N. Nicholson of Lee County who were married December 2 . . . *Kent* is an engineering aide on construction.

MRS. HENRIETTA THOMAS, secretary in the division shop, has returned to work after being out with the mumps for ten days.

Bride



Miss Ruth Ellen Ray, daughter of Mr. and Mrs. Claude Wilson Ray of Elkin, became the bride of Montie Hugh Potter December 21 at the Pleasant Hill Baptist Church. . . . Mrs. Potter is a graduate of Elkin High School and is employed in the District Engineer's office in Elkin. . . The groom is a graduate of East Tennessee State College and Appalachian State Teachers College. . . He has done graduate work at George Peabody College for Teachers. . . He is on the faculty of Elkin Elementary School. . . The Potters are at home at 1121 North Bridge Street, Elkin.

MR. AND MRS. *Shelton Burkhead* moved into their new home on Shamrock Road in Asheboro, December 1 . . . *Mrs. Burkhead* is the steno-clerk in the district office at Asheboro.

DIVISION SEVEN

CHARLES R. SMITH
Division Correspondent

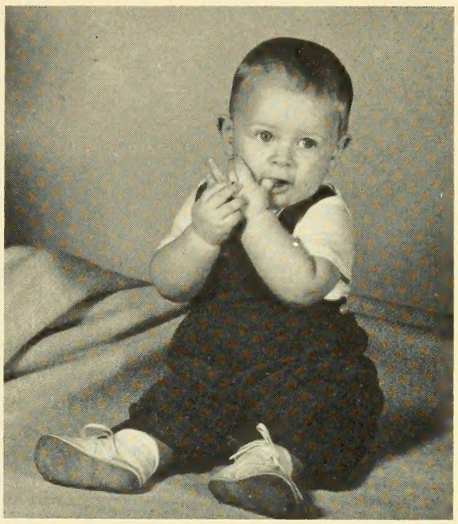
TWO MEN from the Seventh have gone in service . . . *Arch Kennedy*, son of Mr. and Mrs. J. A. Kennedy of Salisbury, joined the Army Special Service Bureau and is stationed at Camp Breckenridge, Kentucky . . . *F. V. Yost*, truck driver, has been drafted by the Army and is stationed at Fort Bragg.

CONDOLENCES to *C. W. Graham*, District Two blacksmith, in the death of his mother . . . To *C. F. Graham*, gang foreman, in the death of his brother . . . To *J. E.* and *W. R. McWhorter*, of the Monroe Camp, in the death of their mother . . . And to *W. G. Lyerly*, section foreman, in the death of his mother-in-law.

CONGRATULATIONS to *W. H. Edwards*, roller operator with the asphalt patch crew, who was married Christmas at York, S. C., to Miss Dorothy Waggoner of China Grove . . . And to *William Flake Martin*, senior guard with the Prison Department in Wadesboro for the past ten years, upon his marriage to Miss Margie Starnes of Wadesboro December 20.

PROUD PARENTS . . . *Mr. and Mrs. W. D. Brock* announce the birth of a son, Stanley Dewitt . . . The *Brocks* have six daughters . . . The arrival of his son caused the father to say: "Never would a dress be put on that *boy!*" . . . *Mr. and Mrs. C. B. Petrea* of China Grove have a baby girl who was born December 19 . . . They have one other child, three-year old Troy . . . The *W. C. Tuckers* (he's in Construction) have a little girl born December 24 . . . The *Thomas E. Traywick, Jr.'s* (he's in Maintenance) have a baby girl born before Christmas.

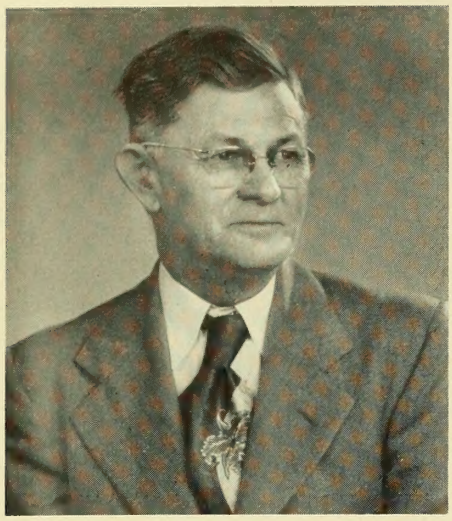
Len Pugh



This manly little fellow is Walter Leonard Pugh, son of Walter and Luray Pugh of North Wilkesboro. Len, at eight months, is cutting his teeth. He usually prefers a carrot to his thumb.

Walter Pugh, road oil supervisor of the Eighth Division, has been with the Commission since 1929.

Engineer



Percy Lamar Cantrell was born in Milton County, Georgia, September 7, 1889. He's a 1913 mining engineering graduate of North Georgia Agricultural College.

In May, 1922, Cantrell was hired by the North Carolina Highway Department as a plant inspector. A year later he transferred to the engineering department as an instrumentman. For one year (1927-'28), he was on location. W. L. Hobbs was chief of party. In 1933-'34, he worked under chief of party George McKinley.

In Cantrell's word, "I kept track of the first 58 projects I worked on. I stopped counting then, but my record must be over 100 projects. As resident engineer, my largest project was No. 6285—bridges and approaches over the Catawba River on NC 150."

Cantrell would have had 30 years of service by now if he hadn't left the Commission briefly in 1932, again in 1937 and for a year during World War II when he was with the U. S. Engineers on defense work at Cape Charles, Virginia.

His wife's name is Lily. They are Baptists and live at 218 Peachtree Drive, High Point. Their one daughter, Mrs. C. Glenn Idol, is grown and married.

His two hobbies are collecting stamps and sketching in an art cover club.

SICK LIST . . . *Clyde Poole*, retired gang foreman, has returned to Oak Ridge, Tennessee for treatment of a recent illness . . . *John Gaddy* is critically ill in Memorial Hospital, Charlotte . . . He recently underwent several brain operations . . . We are all pulling for you, *John* . . . *John H. Chappell, W. B. Haywood, Carl R. Chavis* and *John M. Snead* are now back on the job after recent illnesses . . . The wife of maintenance employee *E. M. Boone* is seriously ill with leukemia.

VACATIONS . . . *Roy E. Garrison* of Maintenance took a few days off at his home in Union County . . . Two men in Construction — *Tom Staton* and *Carl Bowen*—took vacations during the holiday season . . . *Earl J. Brinkley* of Equipment and two friends had a very enjoyable and profitable pheasant hunt in South Dakota . . . They brought back 43 pheasants!

PARTIES . . . Union County employees had a barbecue at their clubhouse . . . The Huntersville folks held a fish fry December 31 . . . Their families joined them for a good dinner.

ROY H. GARRISON of Construction is all smiles since he bagged a six point buck at Pisgah National Forest.

ROGER E. ZACHARY of Wadeville in November returned to his old job of permanent truck driver in Montgomery County after a two-year Army enlistment . . . He started with the Commission as a temporary truck driver in 1948 . . . His fellow employees are glad to have him back at work.

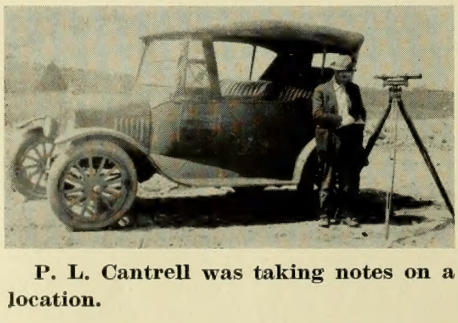
BANDLEADER Johnny Long brought his famous band to Charlotte to play for an American Legion Clubhouse benefit in December . . . He also brought his ex-actress wife, the former Patricia Waters to spend Christmas with his parents, Mr. and Mrs. Curtis Long . . . Johnny explained why he's one of the few left-handed fiddlers in the band world . . . When he was two, a hog bit his left hand and stiffened two fingers . . . The youngest Long, Bobby, couldn't join the family gathering as he's an Air Force Lieutenant stationed in Mobile, Alabama.

DIVISION EIGHT

JAMES H. COUNCILL
Division Correspondent

VACATIONS . . . "Ches" Andrews of the Mitchell Distributing Company flew

1928



P. L. Cantrell was taking notes on a location.

1922



Resident Engineer P. L. Cantrell o the Ninth Division sent some fine his torical snapshots for the library in th new Highway Building.

This was made the year he starte with the Commission as a plant inspec tor. Cantrell, on the left, and a frien were sitting on the curb of the bridg over Rocky Creek. It was Cantrell's firs project with the Commission.

a group of men including District Engineers *J. E. Doughton* and *R. B. Fitzgerald* Page Graham, Burke Smith, Bill Rumpl and Webb Piercy down to the Suga Bowl game in New Orleans . . . Andrew proved he knew his air, clouds and ai ports by piloting them safely to and fro New Orleans . . . A wonderful time wa had by all . . . Those pulling for Tec really enjoyed the flying jaunt . . . Righ of Way Engineer *B. C. Thompson* and hi family spent the Christmas holidays i New Port Richey, Florida, with hi parents . . . *Thompson* reports the fishin and weather were fine . . . The *Jim Coun cills* were happy to have their tw children, Fred and Martha, home fo Christmas . . . Fred is an Air Forc Second Lieutenant stationed at Brook Field, San Antonio, Texas . . . Martha i a Duke freshman . . . District Enginee *Doughton* took his wife and daughte (Jody) to Washington, D. C., for a week' visit with his brother.

SICK LIST . . . *Benny Phillips*, onl son of Yadkin County Supervisory For man *G. C. Phillips*, was stricken wit polio last fall . . . Benny, who is 16, was patient in Central Carolina Convalescen Hospital, Greensboro, but was able t spend the Christmas holidays with hi parents in Boonville . . . *T. W. Snou* gang foreman of Surry County, is r cuperating at his home in Dobson . .

Stokes County Chapter Of NCSHEA Meets



The Stokes County members of the NCHSEA had a very njoyable meeting in Walnut Cove in December. A delicious arbecue supper was served in the high school cafeteria.

District Engineer R. B. Fitzgerald was master of cere-ıonies. Informative talks were made by Mrs. Grace Roden-bough, Stokes County representative and sister of Commissioner Paul Taylor, State Senator William Marshall, and Solicitor Ralph Scott of Danbury.

An evening of fine fellowship was enjoyed by members and guests alike.

'. S. Reynolds, gang foreman of Yadkin ounty, is recovering from a recent operaon at his Yadkinville home . . . To enny, *Snow* and *Reynolds*, we wish peedy recoveries.

MRS. MARTHA HAYWORTH, the ctractive and efficient secretary for the st two years in the Elkin District ffice, has resigned and moved to High oint with her husband, Jim . . . He'll ach and coach at the High Point High chool . . . We wish them much success nd happiness in their new location.

ROAD OIL Supervisor *Walter Pugh* ade a business trip to Raleigh in Janury and attended Governor Umstead's auguration.

OUR SYMPATHY to the families of *leas Merritt Jones*, *R. L. Caudle*, *Tam all*, and *R. L. (Bob) Maines* who died ecently . . . *Jones*, section foreman's elper, of Clemmons, died October 14 . . . *audle*, gang section foreman, of Farmgton, died November 29 . . . *Hall*, gang ection foreman, of North Wilkesboro, ied December 26, after a period of deining health . . . *Maines*, retired Allemany County employee, died December 3, after a lingering illness.

THREE MEN—*J. C. Martin*, gang foreman of Lenoir; *W. R. Miller*, gang foreman of Lenoir; and *A. H. Hartsoe*, road ll employee of Smethport—retired Deember 31, after rendering loyal, efficient ervice to the Highway Commission for many years . . . We shall miss them, but ish for each of them many happy, useful ears in their well-deserved retired life.

BIRTHDAY greetings to those folks, with the date, who were born in January: *W. N. Bare* of Wagoner, four; *W. L. Bolick* of Blowing Rock, 23; *Ray W. Brown* of Boone 24; *Carl E. Freeman* of Lenoir, one; *H. D. Hartsoe* of Jefferson, 28; *Lester Mullis* of Bina, 15; *Ermin E. Osborne* of Creston, 14; *Thomas T. Shook* of Valle Crucis, 28; *Claud J. Woods* of Clifton, 26; and *Pauline Pugh* of Hudson, 28.

THESE MEN, with the date, celebrated birthdays in February: *F. G. Absher* of Nathans Creek, 16; *D. C. Bentley* of Boone, 27; *R. D. Fletcher* of Lansing, 11; *J. R. Gentry* of Nathans Creek, 28; *W. E. Hartley* of Lenoir, 15; *D. C. Lewis* of Smethport, 25; *H. W. Little* of Nathans Creek, one; *Joe A. McLean* of Upton, 27; *D. S. Stewart* of Grassy Creek, 14; *D. C. Walters* of Jefferson, 26; *Glenn Woodring* of Todd, seven; *C. E. Woodruff* of Globe, 23; and *W. W. Wright* of Bina, 25.

PETE JUSTUS, Caldwell Road Maintenance Supervisor, is back at work after a five-day siege of flu.

SICK LIST . . . These Watauga County men have been out with colds and flu: *J. F. Greer*, *G. E. Luther*, *H. M. Bledsoe*, *Ralph Baird*, *Archie Dancy*, *Dave Bentley*, *Jack Baird*, *Fred Edminsten*, *Jack Green*, *Grady Johnson* and *C. M. Holler* . . . They have had their share of snow and ice to clear from the highways this winter . . . They're looking forward to the March sunshine which brings relief from "week-end work."

DIVISION NINE

JEAN CLINE
Division Correspondent

VACATIONS . . . *L. C. Duncan* and family spent the Christmas holidays with friends and relatives in Charleston . . . Resident Engineers *J. E. Terrell* and *W. A. McNeill* took their families to Georgia for Christmas . . . The *Terrells* went to Gainesville and Atlanta, the *McNeills* to Americus . . . The *Erwin Champions* spent Christmas with relatives in Smithfield . . . The *S. B. Brinkleys* visited their daughters in Kingsport, Tennessee . . . Office engineer *E. R. McGimpsey* spent Christmas in Tennessee with his relatives.

SPEEDY RECOVERY to *Mrs. Charles Phillips* of Rutherfordton, *Blanch Williams* of Shelby and *Drew D. Wright* who recently underwent serious operations . . . *Mrs. Phillips*, wife of an engineering aide II and the mother of two small children, is recuperating at the home of her parents in Rock Hill, South Carolina . . . Construction employee *Williams* underwent surgery at the Charlotte Hospital . . . *Wright*, a long-time Construction employee, is recovering from a December operation.

S. B. BRINKLEY, road oil supervisor, entertained the *Erwin Champions*, the *Earl Brinkleys*, the *Kenneth Goforths*, *E. R.McGimpsey*, *Mrs. Marion Davis*, and *B. L. Reep* at a turkey dinner in the Cleveland Grill.

Ship Ahoy



Bobbie Connelly, son of District Engineer and Mrs. B. S. Connelly of Asheville, has been in the Navy two years. He was assigned to duty on fan tail emergency steering on the Destroyer USS Evans. He's just back from Hong Kong, Formosa, Japan and Korea. He has just completed a 30-day leave with his family. He hopes to go to submarine school.

COOPER HUFFSTETLER, Construction employee of Shelby, is scheduled to marry Miss Thelma Long of Gastonia in a March wedding.

THE NEWLY-ELECTED NCSHEA officers of the division office building are: *T. M. Austell*, chairman; *M. E. White*, vice-chairman; and *Miles Hughes*, secretary-treasurer.

GENE AND JEWEL WHITE announced the birth of a girl, Phyllis Renee, with novel birth announcement cards . . . Over a sketch of the Washington, D. C. White House, there's the caption: "There's a new boss in the 'White' House" . . . Below the sketch on a diaper-filled clothes line, it reads: "And it's time for a lot of changes" . . . The "campaign manager" was Dr. C. G. Lampley; the "nominating committee", Gene and Jewel; and the "election" date, November 29.

HARRY HUDSON of the division shop died January 22 . . . Our sympathy to his family.

DIVISION TEN

DAN TURNER
Division Correspondent

WEDDING BELLS . . . *Mr. and Mrs. John Wesley Curtis* announce the marriage of their daughter, Opal Jean, to Cpl. Clayton Raxter . . . Joy Collett, daughter of *Mr. and Mrs. H. M. Colett* was recently married to Pfc. William L. Deal . . . *Curtis* is a blacksmith and *Collett* is a shovel operator in District Three.

WALTER HENSLEY, powderman in Buncombe County, has returned to work after a long illness.

BOB GASH, supervisory gang foreman in Henderson County, has returned from a fishing trip in Charleston, South Carolina . . . Same old story—no fish.

MRS. GRETA T. HOLLAND, of the First District, and her husband took a two-weeks vacation in the fall . . . They saw several good shows in New York City . . . They went to Montreal, Quebec, and Niagara Falls.

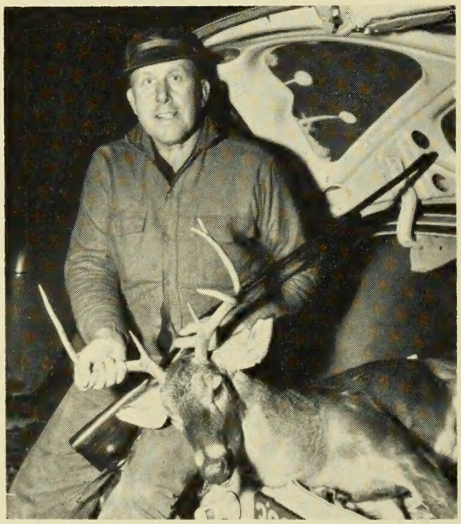
THE MAINTENANCE employees of District One had their first uninterrupted Christmas holiday in 11 years . . . Usually these holidays are interrupted for the clearance of slides, high water, ice and snow from the roads.

THE FOLKS who have purchased the new NCSHEA auto tags are very well pleased with them.

OUR SYMPATHY to *John Cheek*, machine operator, and *Hubert Collett*, shovel operator, in the death of their mothers . . . And to the *Aston Heaths* in the death of their infant grandson, Michael Donovan Cotton.

MECHANIC *Ralph J. Stirewalt* of the Peachtree Garage spent several days with his parents in Salisbury.

Happy Hunter



C. L. Green, who has been with the Commission for many years in the Tenth Division, shows the fine buck he shot in season in the Pisgah National Forest. The hunt was the sixth for Green. This kill was "six in a row," which gives him a batting average of one thousand per cent.

Bags Buck



Hill Thomasson, truck driver, (on the right) aided by drill operator Math Leatherwood displays the eight point deer he shot in the open season for deer hunting. The buck weighed 150 pounds.

THE AVERY COUNTY NEWS said that the county could be proud there had been no highway fatalities since 1947 . . . *The News* said: "Credit goes to *John Ellis* and the other highway maintenance men who have worked—when necessary—around the clock to keep sand upon dangerous ice-coated roads." . . . *Ellis* is maintenance supervisor of the Tenth.

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100 Per Cent Loss

Ten little motorists, driving in a line;
one tried to pass the rest—then there were nine.

Nine little motorists, sadly to relate; one passed a stop light—then there were eight.

Eight little motorists, one looked up to Heaven; car left the road—then there were seven.

Seven little motorists, touring through the sticks; one failed to dim his lights—then there were six.

Six little motorists, very much alive; one failed to see a train—then there were five.

Five little motorists, driving in the rain; one skidded on a curve—only four remain.

Four little motorists, coming from a tea; one started an argument—then there were three.

Three little motorists, 'twas sad but true; one slumbered from fatigue—then there were two.

Two little motorists, racing just for fun; one tried to pass a truck—then there was one.

One little motorist, though it's seldom done; lit a match to gauge his tank—now there are none.

Revised Handbook For Construction

The Commission's official guide to adbuilding, "Standard Specifications r Roads and Structures", was revised st November. The revised specifica-ons went into effect January 1; the ojects of the January 27 letting were e first to adhere to the new specifi-tions.

The office of State Construction En-neer W. E. Hawkins was responsible r the compiling and editing of this 0-page manual for highway engineers, ntractors and materials men. It is the st revision since the 1946 edition. he latest edition clarifies the earlier lition.

Hawkins said the State Highway En-neer, the division engineers, represen-tives of the U.S. Bureau of Public oads and AASHO, and the State's con-actors were consulted in revising the ecifications.

"Standard Specifications for Roads id Structures" is divided into three visions. The first deals with general ovisions; the second, construction de-ils (base courses, surface courses and vements, structures, incidental con-ruction); and the third, materials.

In addition to the printing and dis-ibution of 5,000 copies of this compre-ensive handbook, Hawkins said an ldditional 1,000 copies of the materials ction only had been printed. These anuals were distributed to the materi-s producers.

Hospital Report

A REPORT showing an ernormous nount of medical and surgical work ne for convicts last year at the Central ison hospital in Raleigh was released State Prisons Director Walter Ander-n.

A total of 1,168 persons were admitted the hospital for treatment in 1952, and e number of patients in the hospital ch day averaged 77.

Examinations and treatments by physi-ans totaled 7,795. Examinations and eatments by surgeons and specialists taled 5,006, and dental examinations id treatments totaled 7,282.

The hospital has been rated by an xpert as one of the best prison hospitals the nation, comparing favorably with tter civilian hospitals. That rating came in the Whittington report issued in 1951 after an exhaustive survey had been made of the prison department's medical and hospital facilities.

Dr. W. G. Cheves heads the hospital staff and is the only full-time physician employed there. Physicians, surgeons and a psychiatrist are called in when needed on a part-time basis. Forty-one inmates work in the hospital.

The hospital serves not only Central Prison inmates, but cares for all cases too serious to be treated at the prison camps throughout the State.

During 1952, the hospital made 56,619 laboratory tests and 9,258 x-rays. It gave psychiatric examination and treatment in 837 cases. It issued 755 optical glasses, 24 artificial eyes, 42 artificial limbs and stub socks, and four hearing aids. It repaired 315 optical glasses.

Eighteen persons died in the hospital during the year.

Cleaner Highways Goal of Campaign

For several years, Jeffrey F. Stanback of Route 3, Mt. Gilead, has been conducting a one-man campaign for a more effective program of cleanliness and sanitation on the highways themselves and on the business premises and other establishments adjacent to the highways.

Much of his program would involve tighter enforcement of sanitation and health laws, particularly as they affect business establishments. He proposes that the heads of the Agriculture, Health, Justice, Highway and Patrol departments get together to work out a joint system that will take care of the situation adequately.

"A concerted forceful-State-wide program for the control and inspection of rural and urban areas adjacent to the highways is required if the State of North Carolina is to derive the full benefit of its extensive advertising investment," says Mr. Stanback.

He urges better enforcement of laws forbidding the dumping of trash alongside highways, believing that the prosecution of a few such cases would prevent many violations.

Mr. Stanback concludes: "The chiefs of the State departments concerned should take steps to provide for the best health and sanitary measures possible to insure clean establishments, safe food, and highways unblemished by dumped trash, garbage and dead animals."

Upchurch Resigns

C. A. (Abie) Upchurch, Jr., able director of information, resigned January 30, to open his own public relations office in Raleigh.

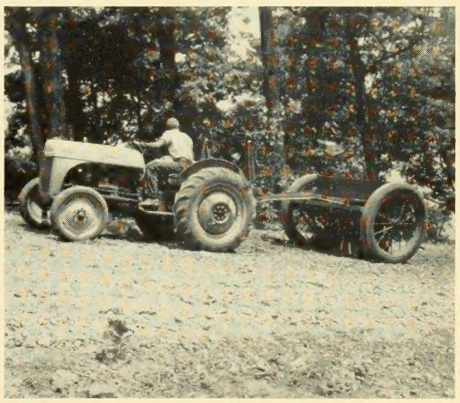
The veteran Raleigh newsman has served at various times as assistant managing editor of *The News and Observer;* public relations director of N. C. State College; correspondent for *The New York Daily News, The Charlotte Observer, Time, Life, and Billboard* magazines; and director of public information for the State Office of Civil Defense during the war. Between 1945 and 1949, he handled public relations for, among others, the N. C. Department of Agriculture, the N. C. State Fair, the N. C. League of Municipalities and the N. C. Division of U. S. Brewers Foundation. During this period, he was a newscaster for Radio Station WRAL in Raleigh.

By gubernatorial appointment, he organized and headed the Malt Beverage Division of the State ABC Board. He transferred to the Highway Commission as assistant to the chairman and director of information in July, 1951. He left for four months last spring to handle publicity for Hubert Olive in his unsuccessful bid for governor.

His many highway friends will miss him, but wish him well in his new venture.

As we go to press, no new director of information has been named.

Roadside Seeded



The Landscape Department is making real progress in controlling erosion. In the Fifth Division, Landscape Supervisor H. C. Miller has directed the seeding of many bond roads, especially in Guilford and Rockingham counties. A highway worker drives a tractor and drill to prepare ground for seeding. Seeding roadsides prevents the washing of red mud into pasture lands.

Engineer Dies

Resident Engineer Allan B. Omohundro, 50, of Winston-Salem, died in November.

For a number of years he was with the Virginia Highway Department, after which he was with the Arkansas Highway Department for three years. For ten years he was with the U.S. Bureau of Public Roads. He had been with the N.C. State Highway Department for seven years.

He was an Episcopalian, Mason and Shriner. His widow, the former Grace Barnard, survives.

Correspondent



Mrs. Floy Burkhead, ROADWAYS' news correspondent in the third district of Division Six, is better known as "Miss District Three." Since her employment as a stenographer-clerk in October, 1938, she has served under three district engineers: W. D. White, A. J. Hughes, and John G. Hall.

Mrs. Burkhead was born in Turkey, Sampson County. She's the former Floy Smith. In April, 1942, she married Shelton Burkhead. He's connected with the Asheboro Hosiery Mills. Her one child, Frank Lennon, by a former marriage, attended the University of North Carolina. He's now serving with the U. S. Air Force in Okinawa.

She's a good Methodist. Her hobbies are eating, antiques, and always helping others in the division office.

Smart guy (geting on bus): "Well, Noah, is your ark full?"

Driver: "No, I'm short one donkey. Come on in."

New Yorker Praises N. C. Highway System

Mrs. Charles A. Lutz of Freeport, Long Island, New York, recently wrote the Commission to thank them for North Carolinia's good roads. She wrote:

"Just this month I had the pleasure of my first trip South. My husband and I took a trip for our vacation over the Skyline Drive and down through the Smoky Mountains.

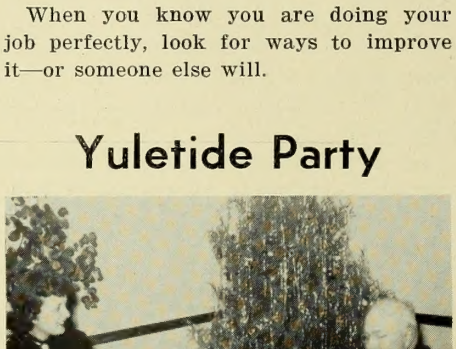
"We liked the North Carolinians very much, but we wanted to tell you how much we enjoyed your good roads and highways. I am nervous in a car and was apprehensive about the trip. I'm happy to report that your good roads made me thoroughly enjoy every one of our 3,000-mile trip—so much so, that I want to come again.

"My husband joins me in this. He has worked for the Pittsburgh Steel Company for almost 30 years selling mesh for reinforcing roads and he knows good roads!"

To the Lutz's we say, "Thank you and come again.."

When you know you are doing your job perfectly, look for ways to improve it—or someone else will.

Yuletide Party



Maintenance supervisor Roy S. Thomas played Santa Claus at the annual Christmas party held in the Fifth Division office in Greensboro, the afternoon of December 23.

The ladies served a delicious lunch. Pollyanna gifts were exchanged afterwards. About 25 employees from the division office, Construction Department and Third District office shared in the fun. Division Engineer T. A. Burton came by.

That's Mrs. Beryl Mateer on the left.

20 Years



STENOGRAPHER-CLERK Lois Barkley Knox rounded out 20 years with th Commission last fall. With the late Fran Page's recommendation she got a secr tarial job in the old district office i Statesville in 1932. She has been doing good job in the Ninth Division ever sinc

Lois was one of ten children born t the late Amanda Wagner and T. Sco Barkley. She attended Iredell Count schools and Asheville Normal School.

When it reached the point where folk said, "Why didn't you *ever* get married? instead of "*When* are you going to?" she surprised them by marrying Clarenc W. Knox on Easter Sunday, April 1 1941. Formerly with the Prison Depar ment, Knox is now with the Irede County maintenance department.

Lois channels her enthusiasm an energy in a little rural Lutheran Churc —St. Paul's. She teaches an adult clas in Sunday School and is secretary of th congregation. She likes to cook and take pride in the growing of flowers and the arrangement. An active member of th Statesville Business and Profession Women's Club, she once served as treasu er of the state federation.

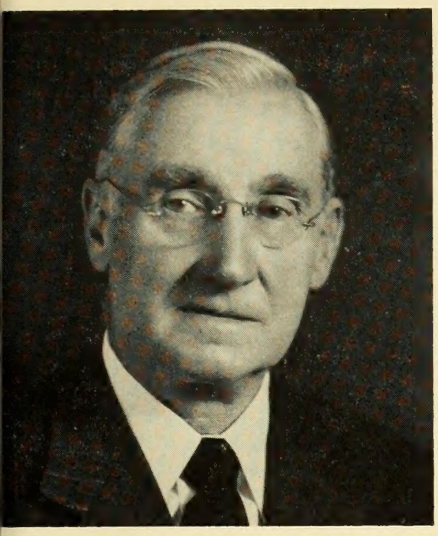
As secretary of the Robert Barkle Historical Association, Lois has corr sponded with a distant cousin, ex-vic president Alben W. Barkley of Kentuck

In addition to her outside interest Lois finds time to regularly send in th news and pictures of her district t ROADWAYS.

Visitor: "What a glorious painting. wish I could take those lovely colo home with me."

Painter: "You will. You're sitting o my palette."

HONOR ROLL OF 30-YEAR HIGHWAY EMPLOYEES



P. A. JENNS

SENIOR PARTY CHIEF P. A. Jenns the Second Division in Kinston was rn in California some 60 years ago. In 1922 he came with the Highway mmission as a resident engineer. He as in charge of construction (concrete vement) from Maxton to the Richmond unty line until 1925. He switched to cation that year and has held various sitions in the Location Department nce that time.

Jenns has a high school education and s since taken an International Correspondence Schools course in Civil Engineering.

His wife's name is Selma. They are piscopalians. The Jenns' live at 827 ewey Street in Kinston.

In his leisure, Jenns pores over his amp collection which numbers over ,000 different stamps. In season, he joys hunting and fishing.

He is a member of the Eastern Carolina ub of the North Carolina Society of ngineers, The American Congress on rveying and Mapping, and is a North arolina Registered Engineer.

GANG FOREMAN Claud W. Brown of e Tenth Division went to work with e Commission August 29, 1921. Wythe . Peyton was district engineer at the me.

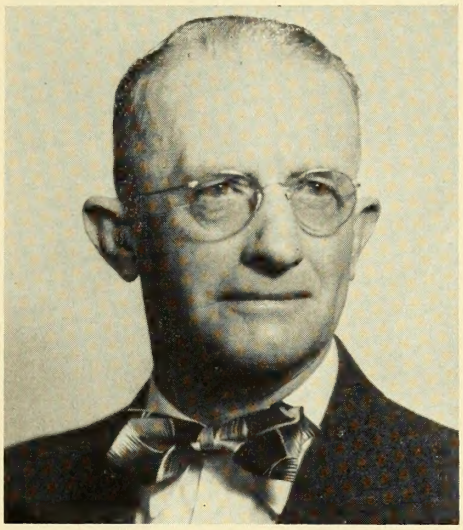
Brown recalls, "We used a team and agon to haul asphalt out to the job. have been doing concrete work for veral years. Last summer I worked on e new shop building at Craggy."

His formal education includes graduaon from Leicester High School and atndance at Mars Hill College.

Brown is married to the former Della Gillespie. They are Methodists and live at 118 Westwood Road in Asheville. They have two sons, Donald and Jack, who are grown and married. The senior Browns have two grandchildren; five-year old Lynn and one-year old Janice.

The gang foreman was born August 17, 1893, in Leicester.

Off the job, you'll find him gardening.



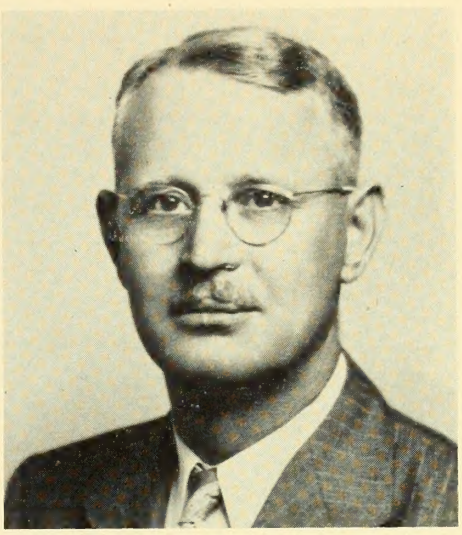
C. W. BROWN

ROADWAY DESIGN ENGINEER Richard Dent Turner was born in Wilkesboro, Wilkes County. He is the son of a country doctor.

He graduated from the North Wilkesboro grammar and high schools. Upon graduation in 1922 with a B. S. degree in Civil Engineering from State College, he started to work with the Commission as a rodman in the old seventh division. He was subsequently stationed at North Wilkesboro, Winston-Salem and Lenoir. In 1925, Turner was transferred to the Raleigh office in the Roadway Department. He has served under successive chief draftsmen W. V. Baise, J. L. Morson, L. W. Payne, Edward Cothran, and Tom Park.

In his words, "It has been my responsibility to prepare plans and estimates for projects from all sections of the State. I have copied bids as read at the several lettings for a number of years."

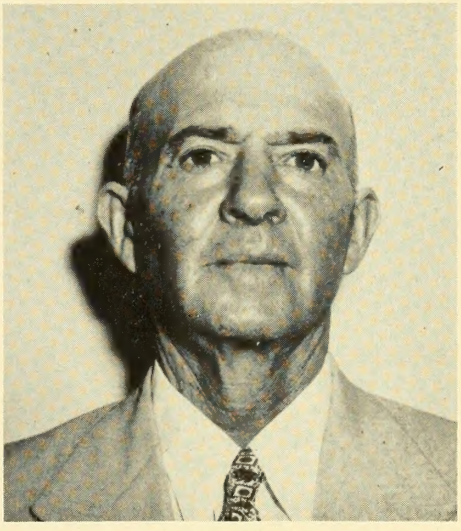
His wife is the former Florrie Medlin. They live on a 22-acre farm four miles north of Raleigh. He relaxes by gardening. He's a booster of the State College Wolfpack basketball team. Summers, Turner spends several days fishing off the Carolina coast.



RICHARD DENT TURNER

He is an organizer and member of the Fairmont Methodist Church of Raleigh. He served as chairman of the building committee. Their efforts culminated in 1949 with the erection and completion of a beautiful brick church building.

Turner is a past master of the William G. Hill Lodge 218 of A.F. & A.M. He's past Venerable Master and past Wise Master of the Raleigh Scottish Rite bodies. He's a member of the Wilmington Consistery and 32nd degree Mason.



DAVID KEEL

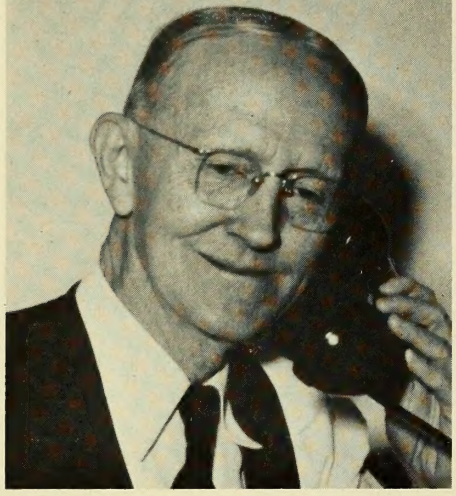
MAINTENANCE SUPERVISOR David Keel of the Second District in the First Division was born 52 years ago in Edgecombe County.

He was educated in the public schools of Pitt County. On July 1, 1921, he came with the Commission as a section foreman helper in Pitt County. Two years later he was promoted to section foreman and

moved to Martin County. Ten years later he was upped to gang foreman of Martin County. On June 1, 1944, he was promoted to maintenance supervisor of Bertie and Martin counties.

Keel is married to the former Marie Roberson. They have an 11-year old daughter, Betty Marie. Keel owns his home in West End of Williamston.

He's a member and deacon of the West End Baptist Church. His off-the-job interests are church work and gardening.



E. R. McGIMPSEY

OFFICE ENGINEER E. R. McGimpsey of the Ninth Division in Shelby chalked up a 31-year service record with the Commission in September, 1952.

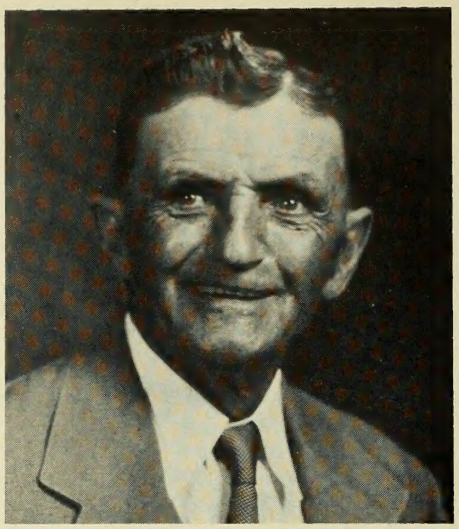
"Mr. Mac", as he is better known, was born in Morristown, Tennessee. For several years, he railroaded with the Southern Railroad. In fact, he was working and living at Old Fort when the road up the mountain (US 70) to Ridgecrest was first built.

He is secretary of the board of stewards of the Central Methodist Church where Dr. Henry Jordan's brother, Rev. Frank Jordan, is the minister.

"Mr. Mac's" sister-in-law, Mrs. R. L. McGimpsey of Knoxville, keeps him posted on her niece, Patricia Neal of movie fame. He treasures his personally autographed picture of Miss Neal.

His highway associates chuckle over his favorite expression when the work is pressing—"I've got more work to do than I can say Grace over!"

MAINTENANCE FOREMAN James Long Memory of the Third Division is better known to his friends as "Mr. Jim". He was born over 60 years ago in Columbus County. Today he lives in Clarkton.

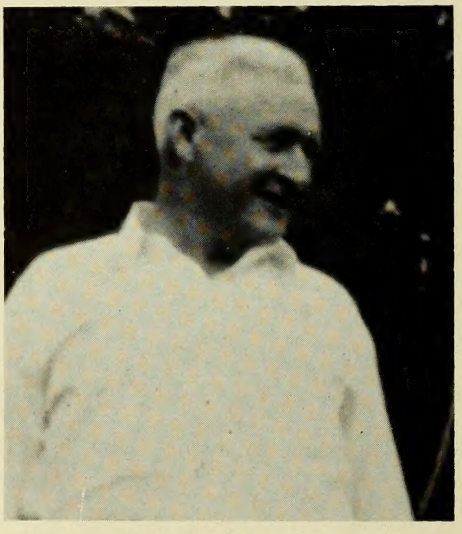


JAMES LONG MEMORY

"Mr. Jim" tells his own story, "I first went to work in the fall of 1921 with the Commission. My supervisor was J. D. Hocket. My work consisted of dragging the roads with a mule-drawn machine on the old Clarkton-Elizabethtown highway. This is still part of my section. The F. W. D. truck soon replaced the mules. I'll never forget that truck with no cab and those *solid* tires! I was foreman on the first graded road and the first hard-surfaced road in Bladen County. In 1922, A. L. Griffin became my supervisor. T. B. Bordeaux is my supervisor now."

He was educated in Owens School of Columbus County. He's a member of the Clarkton Baptist Church. "Mr. Jim" has been married and has four children: Robert Clarence, Frances, David Fredrick, and Jack Allen.

Summers, "Mr. Jim" likes to fish.



J. GRADY ROYALS

MAINTENANCE SUPERVISOR J. Grady Royals of the Fifth Division in recalling his 30 or more years of highway work says, "From 1919 to 1922, I worke the roads in Orange County as grade for man and used prison labor. There's qui a contrast in roadbuilding in 1919 an in 1953. Those mules and wheelers see antiquated beside our modern roa machinery.

"I started with the Commission Jan ary 1, 1922. In those days, New Year Day wasn't given to employees as holiday. After six weeks as section for man's helper in Rockingham County, was promoted to section foreman in Gu ford County. In 1924, I became a floatin gang foreman and covered six countie My superintendent was H. H. Kenned I moved to Caswell County as supervisor foreman in 1932. In 1936, I was promote to my present job."

Royals married the former Nann Varner in 1924. They are Methodists an live in Yanceyville.

His outside interest is raising whit faced Hereford cows and calves. Form interests were his bird dogs and huntin

Royals was born 53 years ago Randolph County.



T. C. GUPTON

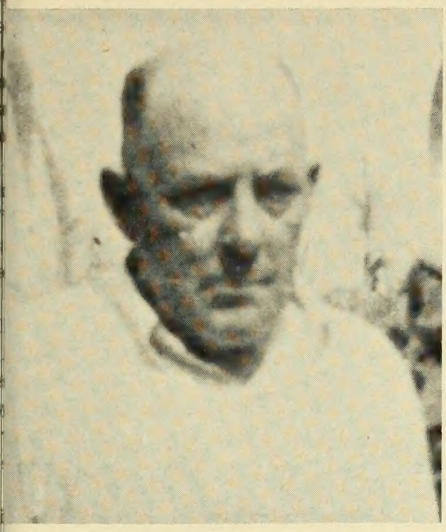
MECHANIC II T. C. Gupton of Clayt in the Fourth Division was born Ma 17, 1900, in Franklin County.

In his words, "I began work with t Equipment Department, August 2, 192 and have been working regularly ev since."

Gupton is married to the former Mab Garner. They are Baptists and live Route No. 1, Clayton. They're proud their five children: Mary Elizabeth, T. Jr., Howard, Louise, and Bobby. T Guptons have two grandchildren.

His off-the-job interest is raising veg tables. "In the past four years, I ha built our home in my spare time. V moved in last summer although I w still building it. I completed it last fal

Gupton is a member of NCSHEA.

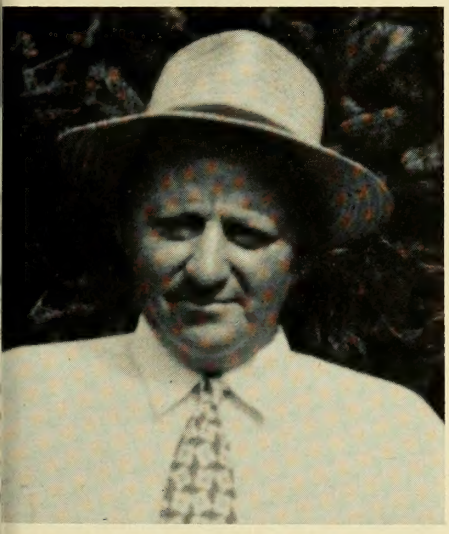


HUGHES A. WHITE

RETIRED SECTION FOREMAN Hughes A. White of the Second Division was born October 27, 1891, in Pollocksville. He first started highway maintenance work in Jones County in September, 1919.

Three years later, in 1922, he joined the State Highway Commission in the maintenance department where he remained until his retirement due to ill health, December 1, 1952. He was responsible for the upkeep of roads in Jones and Craven counties during his long years of public service.

A member of the Baptist Church, White is married to the former Bessie Williams. They live in Pollocksville and have one daughter, Willabell, and two sons, John Hughes and Willie.



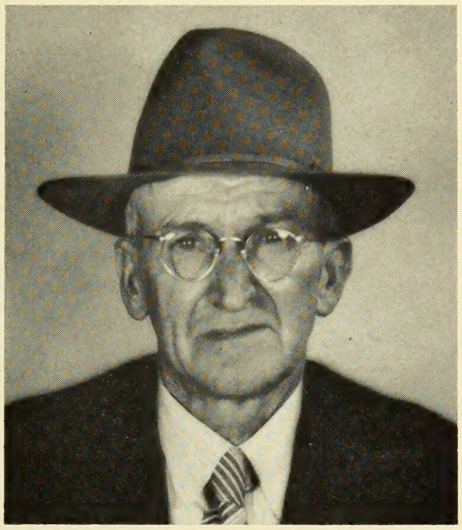
JUNIUS HUGH MYERS

SECTION FOREMAN Junius Hugh Myers of the Sixth Division was born 52 years ago in Davidson County. He was educated in the public schools of that county.

Myers started with the Commission April 1, 1920, with J. H. Farabee. Most of their time was spent dragging with a team of horses. In October of that same year, he was promoted to section foreman under supervisor Hyatt. Other men he has served under include: Hunsucker, Cop, and E. O. Russell. His present supervisor is Fred Everhart.

The foreman is married to the former Ethel Walser. They have six children: 22-year old Mrs. Bruce Cope, 19-year old Mrs. Calvin Barney, 25-year old Calvin, 17-year old Rodney, 13-year old Ruth and ten-year old Sue.

His leisure-time interests are fishing and travelling.



GABE FRANK LAWSON

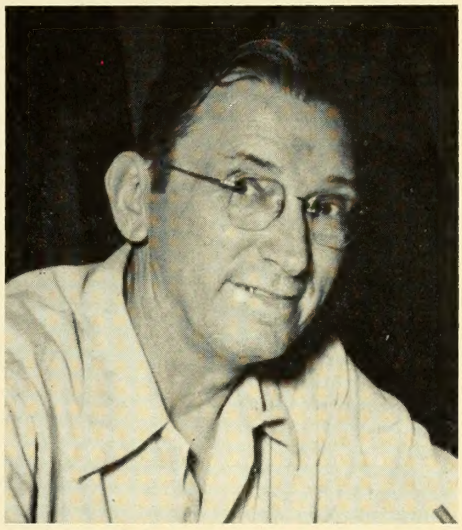
"UNCLE GABE" Frank Lawson of King in the Eighth Division went to work for the State in June, 1921. Jessie Mackie was his supervisor.

In looking back, "Uncle Gabe" says, "There weren't any trucks on the highways at that time. I used my team of mules to maintain the roads. I was a section foreman at that time. My first truck was an old Army Quad which had no reverse gear. For six months, I ran this truck with only three places where I could turn it around—at home, and at each end of my section. I went from sand clay roads to blacktop maintenance. From section foreman I went to gang foreman of District One. I work out from the Stokes County prison camp in the Eighth Division."

"Uncle Gabe" was born June 6, 1889, in Lawsonville. He attended a one teacher school at Lawsonville. His wife is the former Kate Robertson. They have eight living children (two sons and six daughters) and ten grandchildren.

Vacations "Uncle Gabe" goes squirrel hunting and fishing.

He concludes, "During my 31 years of service, I've enjoyed good health. I've used only 15 days sick leave in all this time. I've never had a day of unexcused absence from the job."



JAMES C. SMITH

PRINCIPAL CLERK James C. Smith of the Raleigh Equipment Depot was born September 28, 1896 in Mecklenburg County, Virginia.

In January, 1922, he started with the Commission in the equipment department. "I have been with this department during my entire 30 years of service. I am starting on my second 30 years at our new shop across the road. My first 30 years were spent in the old shop across the highway on the State Fairgrounds."

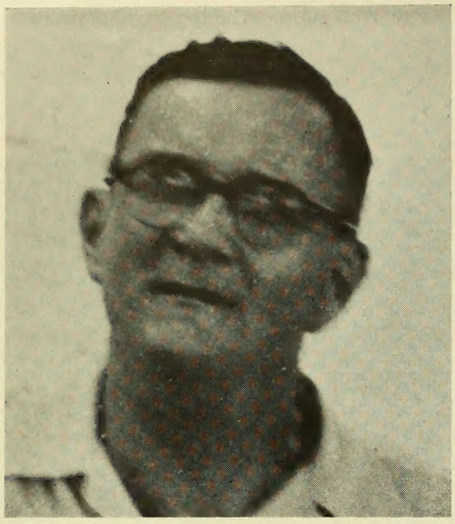
Smith is a member of the American Legion and the Veterans of Foreign Wars. His wife's name is Fleta. They have two children: 23-year old Emily Lou and 19-year old Jonnie C. They live at 519 Powell Drive in Raleigh.

His off-the-job relaxation is fishing.

SINCE 1936, A. E. Cole has been chief steward of Central Prison in Raleigh. His service with the Prison Department dates from his guard days in 1915.

During World War I, Cole saw service in France. He followed the troops to the front and cooked for the famed 81st Wildcat Division. After the war, he returned to prison work as superintendent of camps at Wendell, Roseville and in Warren County. He was promoted to supervising steward and travelled to all the camps before taking on his present job. Cole is proud of the fact that he has served continuously under eleven different governors starting with Governor Kitchin.

Cole was born October 18, 1889, in Moore County. He's married to the former



A. E. COLE

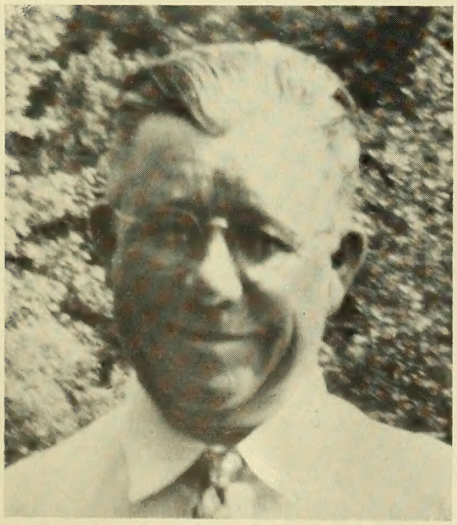
Jessie Mae Gwaltney. They are Presbyterians. His civic affiliations include American Legion, 40 & 8, 32nd Degree Mason and the Shrine.

At home, Cole likes to garden.

SKILLED BRIDGE worker James Alton Chauncey of the Eighth Division started with the State in 1921 in Washington on maintenance. His section foreman was Cecil Hardison. They laid logs side by side to form a road (corduroying) from Washington to New Bern.

Chauncey was sent to Pantego to help Hamilton in distributing oyster shells on the roads. In 1922, he transferred to the bridge department under Propst. Four years later, Chauncey had a new bridge foreman—Ralph Mayberry. "I stayed with him till L. D. Wiles took over. I'm still working and still get a thrill from building bridges for the State of North Carolina."

JAMES ALTON CHAUNCEY



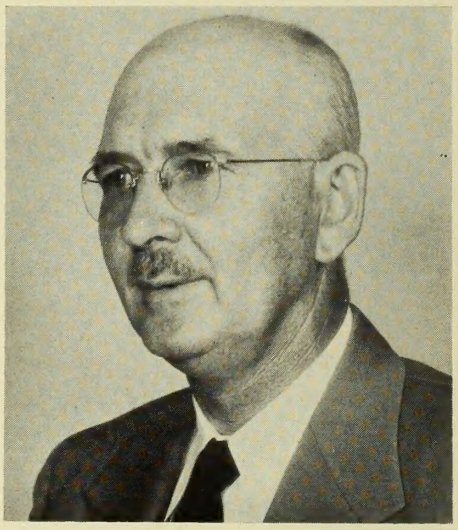
Chauncey was born June 16, 1899, in Washington. He completed the seventh grade of the Pinesville Free School.

His wife's name is Lura Jane. They live in Wilbar and have four children: 24-year old Ruby, 21-year old Georgie, 17-year old Kathleen, and 12-year old Ella Jean.

Off the job, Chauncey likes to make mechanical things.

MAINTENANCE SUPERVISOR of Lee County in the Sixth Division is Dexter Hough.

Before coming with the Commission as maintenance foreman's helper in Moore County in 1921, he worked on the construction of two Army camps — Camp Green near Charlotte and Camp Lee near Petersburg, Virginia. In 1918, he was classified and waiting for his call to the Army when the Armistice was signed. The next three years he farmed and worked as a carpenter.



DEXTER HOUGH

A year after his employment by the Commission he was promoted to maintenance foreman of Montgomery and Moore counties. He worked on maintenance in Harnett and Randolph counties. In 1946, Hough was promoted to his present job.

According to him, "It has been a real pleasure to work toward better roads with the fine people in these counties. I have enjoyed the most loyal support by some of the finest highway employees in the State. We have fought many battles in snow, storms and floods together and we've always won"!

Hough was born October 3, 1899, in Mint Hill, Mecklenburg County. He attended school at Old Bethel in Cabarrus County till 1917. Between terms he worked on the farm and in a store.

His wife is the former Lillie On Marion. They are Baptists. Their thre children are: Bernard B., Mrs. Virgini Hough Tesch, and Willis Houston.

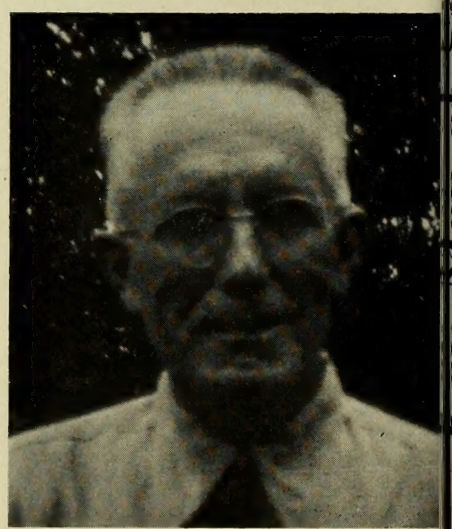
HIGHWAY INSPECTOR W. S. McNe of the Tenth Division was born Septembe 1, 1894, in Johnson City, Tennessee.

His service with the Commission date from 1919. Most of his work has been o inspection of structures and paving. Som of the important projects he has inspec ed are: Concrete base paving on old N 10 from Starnes Cove to Pole Creel water-bound macadam from Black Mou tain to Ridgecrest, culverts and bridge on present US 19 and 23 in Madiso County, old No. 20 from Mine Hole Ga to Hickory Nut Gap, concrete base pavin on old No. 10 from Canton to Lak Junaluska, the viaduct over railroad an river at Biltmore, culverts and bridges o present US 25 and 70 to Madison Count line, concrete paving from Arden to Bil more (1927-28), grading from Frankli to Georgia line, paving from Wataug Gap to Dillsboro, and Black Mountai Highway (present US 70), culverts an bridges on US 19 and 23 to Madiso County, paving of Merrimon Avenu Biltmore Avenue and Broadway in Ash ville, culverts and bridges on Cane Cree Road (Fairview to Fletcher), pavin Patton Avenue to Lucerne Park in Ash ville, and the bridge at Pensacola i Yancey County.

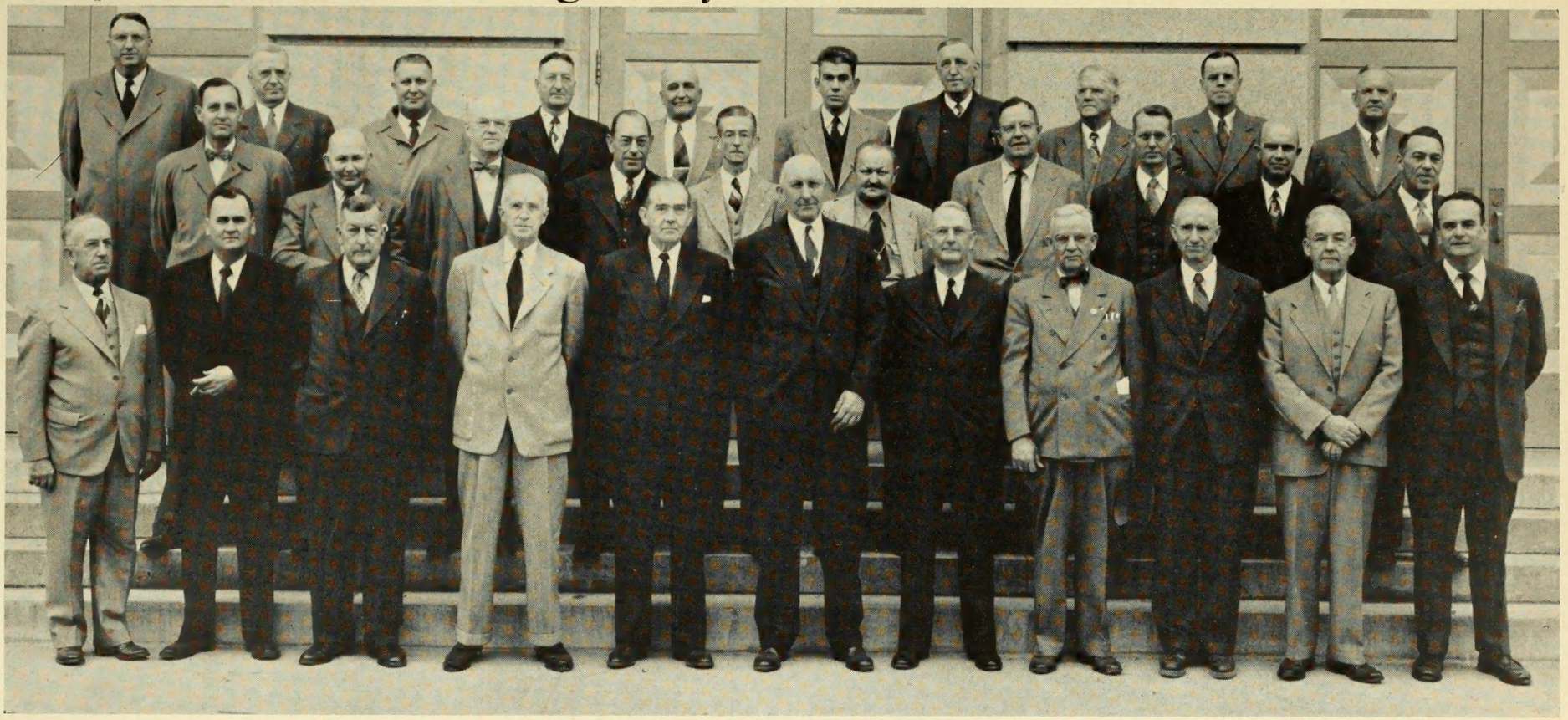
McNeil attended the public schools Johnson City, Tennessee. His wife, t former Sara Crowell, is dead. He's a me ber of the Acton Methodist Church. H has a daughter, Mrs. H. C. Garren, and son, W. S. McNeil, Jr.

Inspector McNeil is a member Hominy Lodge No. 491, Eastern Star a York Rite.

W. S. McNEIL



Key Men of State Highway and Public Works Commission



This photograph of the department heads and key personnel of the State Highway and Public Works Commission was made in December on the steps of the new Highway Building by Rell Clements of Fayetteville.

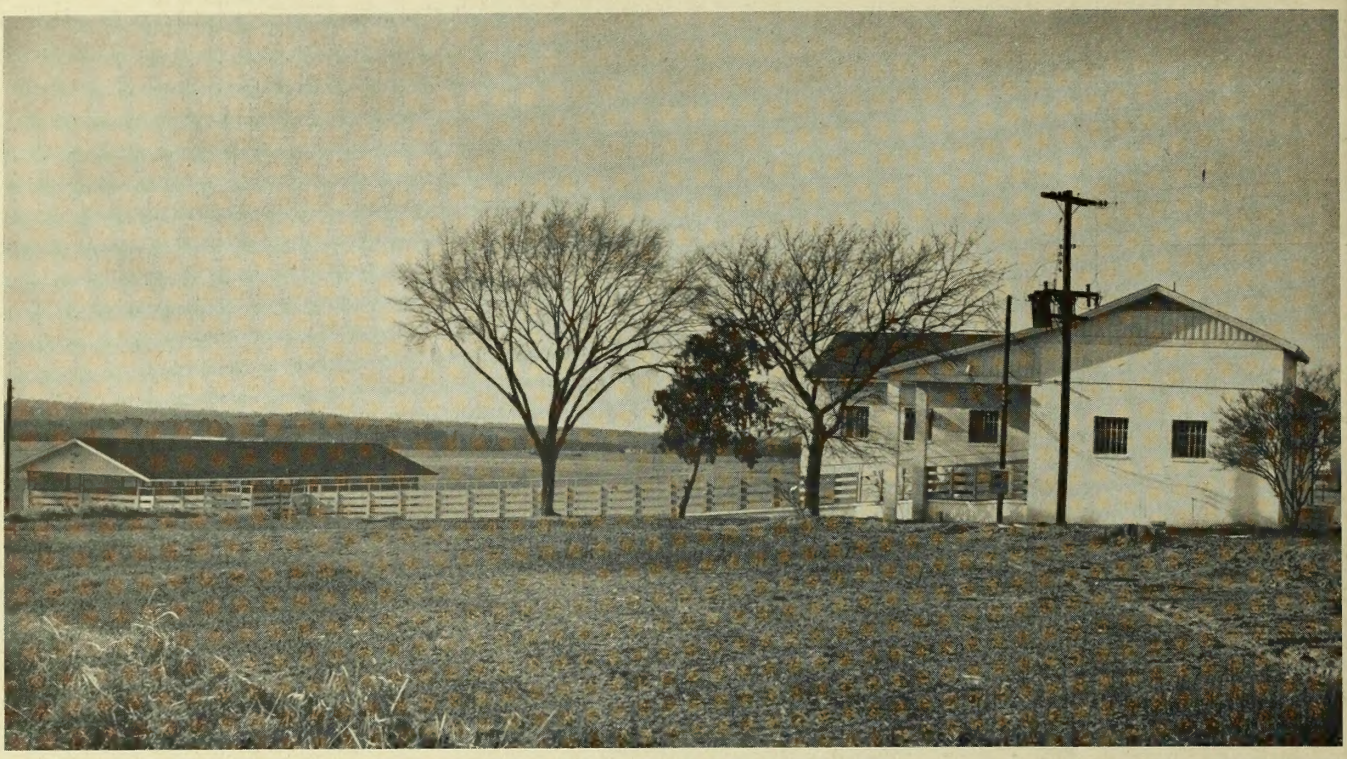
From left on the front row are W. E. Hawkins, State Construction Engineer; R. A. Burch, Traffic Engineer; T. B. Wilson, Right-of-Way Engineer; L. W. Payne, Assistant State Highway Engineer; Chairman Henry W. Jordan; W. H. Rogers, Jr., State Highway Engineer; J. L. Morson, Roadway Planning Engineer; C. B. Taylor, Bridge Maintenance Engineer; R. R. Trevathan, Federal Contact Engineer; C. E. Proudley, Engineer of Materials and Tests; and C. A. Upchurch, Jr., Director of Information, who resigned in January.

From left on the second row are J. S. Burch, Engineer of Statistics and Planning; Sam N. Smith, Chief Auditor; R. Brookes Peters, General Counsel; W. S. Winslow, Hydrographic Engineer; H. K. Witherspoon, State Compensation Officer; L. D. Hicks, Assistant Engineer of Materials and Tests; T. N. Park, Chief Draftsman of Roadway Department; L. C. Dillard, Bridge Design Engineer; J. L. Norris, Senior Construction Engineer of the Bridge Department; and Edward Cothran, Roadway Design Engineer.

On the back row from left are Walter F. Anderson, Director of Prisons; B. W. Davis, State Equipment Engineer; J. P. Crawford, Safety Director; G. W. McKinley, Assistant Locating Engineer; T. V. Fahnestock, Bituminous Engineer; J. E. Thompson, Physical Testing Engineer; C. T. Carmichael, Chemical Testing Engineer; R. Getty Browning, Locating Engineer; F. H. Brant, Landscape Engineer; and H. D. Irving, Senior Construction Engineer of the Construction Department.

J. M. Potter, Purchasing Agent; T. B. Gunter, Jr., State Bridge Engineer; and two Senior Construction Engineers of the Bridge Department, J. J. Powell and R. F. Nickel, were not present when the picture was made.

Prison Department Completes New Abattoir



(Photo by Bill Mingis)

THIS ISN'T a cozy, country home but the Prison Department's modern abattoir at which all beef cattle, hogs and chickens raised on prison system farms are slaughtered.

The new cement-block structure is located on the Cary Prison Farm west of Raleigh. Built by skilled prison labor under the supervision of W. F. Moody, Prison Department maintenance engineer, it has been in operation since January.

The abattoir proper, on the right, contains 3,533 square feet of floor space. The adjacent holding pen, on the left, is roofed and has 1,880 square feet of floor space. Beyond the fence is a 432-square foot paved stock lane leading from the holding pen to the abattoir.

Cost of the abattoir was $36,000. A water-line connecting with the Raleigh water system at Hillsboro Road, near the State fairgrounds, cost an additional $29,000.

Prisons Director Walter Anderson believes the abattoir can pay for its initial cost by processing offal into lard, soap and other by-products.

Heretofore, the various prison units raising hogs and cattle have done the slaughtering for the prison system. A program to raise chickens at the Woman's Prison in Raleigh is expected to begin by the end of this year, with a production goal of 20,000 broilers each year.

The abattoir is operated as an adjunct to the cold storage plant at Central Prison. John Montague, foreman of the cold storage plant, will be in charge of the overall operation.

Animals and chickens are brought in from the prison farms for slaughter at the abattoir. The meat then is taken to the Central Prison cold storage plant for processing, storage and distribution as needed in the prison system.

The 1,300 head of beef cattle at the Caledonia Prison Farm, in Halifax County, will pass through the Abattoir.

Construction of the abattoir is another step in Anderson's program to produce and process more of the food needed in the prison system, which already produces much of the food served to the State's prisoners. It has been estimated that the prison system produces about 90 per cent of its vegetable requirements. Thousands of gallons of vegetables, fruits and seafoods are canned for winter use.

The cold storage plant at Central Prison is one of the most modern in the State. All foods produced on the prison system farms are sent to the cold storage plant or, in the case of canned stuff and staples, to the warehouse at Central Prison. From these two units, it is taken by trucks, including refrigerated trucks, to prison camps throughout the State as it is needed.

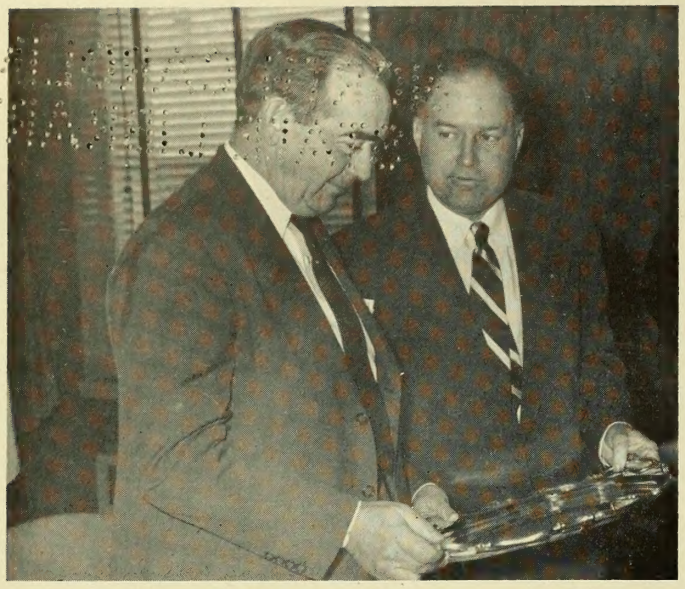
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AY-JUNE, 1953

ROADWAYS



Commissioner Clark on behalf of the ten highway commissioners presented Dr. Jordan with a beautiful silver tray. Our affable chairman was at a loss for words but did deeply appreciate the gift.

Well-Deserved Tribute

COMMISSIONER A. Wilbur Clark spoke for all highway employees when the Commissioners at the conclusion of the March 26th meeting of the Commission presented Dr. Jordan a silver tray:

"Dr. Jordan, we have invited some friends to witness the presentation of a gift as a token of our gratitude, esteem and admiration. As we record in a permanent form these feelings, we believe by this inscription we represent the feelings of the department heads and supervisory personnel throughout the State."

The handsome silver tray bore this inscription:

"To Henry W. Jordan, Chairman, North Carolina State Highway and Public Works Commission, 1949-1953. In recognition of his unselfish service, his loyalty, cooperation, fairness and the courteous consideration shown to his fellow workers at all times."

The names of the ten highway commissioners presenting the tray, General Counsel Peters, Chief Engineer Rogers and Commission Secretary Ina Ferrell were inscribed.

A group of highway personnel gathered in the Commission Room to witness the presentation.

Cover Picture of Dr. Jordan by Madlin Futrell.

First Letting in New Building



Although the auditorium in the new highway building had been used several times for public hearings on legislative bills, March 25th was the first time it was used for a highway letting. Seated on the stage, see W. H. Rogers, Jr., State Highway Engineer; Louis Payne, Assistant State Highway Engineer; and H. K. Witherspoon, compensation officer.

The auditorium with seating capacity of about 400 is the biggest assembly room in any State building in Raleigh.

BRIDGE FOREMEN OF THE SECOND DIVISION



Second Division Bridge Superintendent J. S. Warren took his fine foremen on a tour of the new headquarters building in Raleigh. No tour would be complete without a look at the Commission Room. They stopped there long enough for this group picture.

From left, J. D. Epperson of New Bern, J. C. Weeks of Greenville, H. L. Collier of Kinston, L. P. Jordan of Belhaven, J. S. Warren, H. E. Gaskin of Washington, and R. B. Johnson of Creswell.

NORTH CAROLINA ROADWAYS

A Magazine for employees of the North Carolina State Highway and Public Works Commission

Published Bi-Monthly By

THE HIGHWAY INFORMATION DEPARTMENT at Raleigh, N. C.

Volume III **MAY - JUNE** **Number 6**

MARGARET BURK, *Editor*

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W. H. ROGERS, JR., *State Highway Engineer*
R. B. PETERS, *General Counsel*

Aerial Surveys Speed Highway Locations

CHIEF LOCATING ENGINEER R. Getty Browning reports that the use of aerial photography in difficult highway locations has saved the State much time and money.

"The study of aerial pictures may cut the time required by a locating party by 30 per cent—quite a financial saving to the State", says Browning.

The educational value of aerial pictures is that they are more readily understood by the layman, than an engineer's straight line drawing. They serve a two-fold purpose: Showing what the Highway Commission has done in locating roads and what it proposes to do. The engineer can quickly explain and illustrate any contemplated changes in the State's highway system.

"Nearly everyone can readily understand an aerial map. A drawing of a proposed highway which may be perfectly clear to the engineer is usually Greek to the layman. Another great advantage of aerial pictures is that they so clearly show the location of existing roads, streams, buildings, railroads, farm lands, forests, hills and valleys," according to Browning.

Three times the location department has advised the use of aerial pictures. First in 1950 an aerial survey was made for the relocation of US 29, one of the State's heaviest-travelled east-west highways. Fifty-four miles, extending through a highly developed rural section of the State between Thomasville and Efland, was photographed. The cities of High Point and Greensboro were photographed also so that suitable connections could be provided.

The second aerial survey in 1951 was made of the 75-mile hilly area between Old Fort and Statesville. The aerial photographer also made shots of Marion, Morganton and Hickory. Similar pictures speeded up the relocation of US 70 through the very rugged mountain country between Old Fort and Ridgecrest.

In 1952, outmoded but heavily-burdened US 301 was photographed from the Virginia State line to the South Carolina line. The area pictured covered about 180 miles of fertile, rolling farmland. Ground surveys, based on the air photos, are now being made on several sections of this route.

When an aerial survey is needed, the locating department outlines on a large county map the general route to be flown and photographed. Next, out-of-state aerial-mapping companies (at present there are none in the State) bid for the contract.

Cost of the air photos averages about $15 per square mile.

An air survey contract is usually divided into two parts: Pictures and contour development. Development of the contours showing the various elevations costs about $800 or more per square mile. Contour maps are very necessary in the survey of hilly and mountainous locations as they allow the comparison of several proposed locations by the highway engineers, without laborious field trips.

The ideal season for aerial photography is short. February 1 through late April offers the best weather and flying conditions. In that period, the days are long, the trees are leafless and the atmosphere is clear. Ideal weather conditions are almost mandatory in the photographing of mountainous and densely-wooded sections. Level open terrain can be photographed in almost any season.

For good results, the photographer takes his pictures at an elevation (usually 10,000 feet or less) agreed upon by the location department. His flying altitude is determined by the scale of pictures desired.

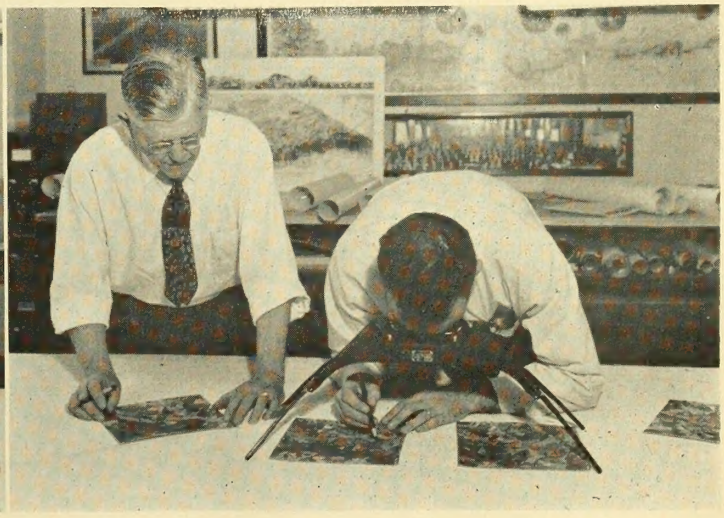
After each flight, the photographer develops index sheets showing the order and position of the pictures.

In turn, the locating engineers study these pictures in pairs under a stereoscope and then make them into a mosaic map. Under the stereoscope, the photos take on third dimension. The depth of the valleys and the height of the ridges are easily seen.

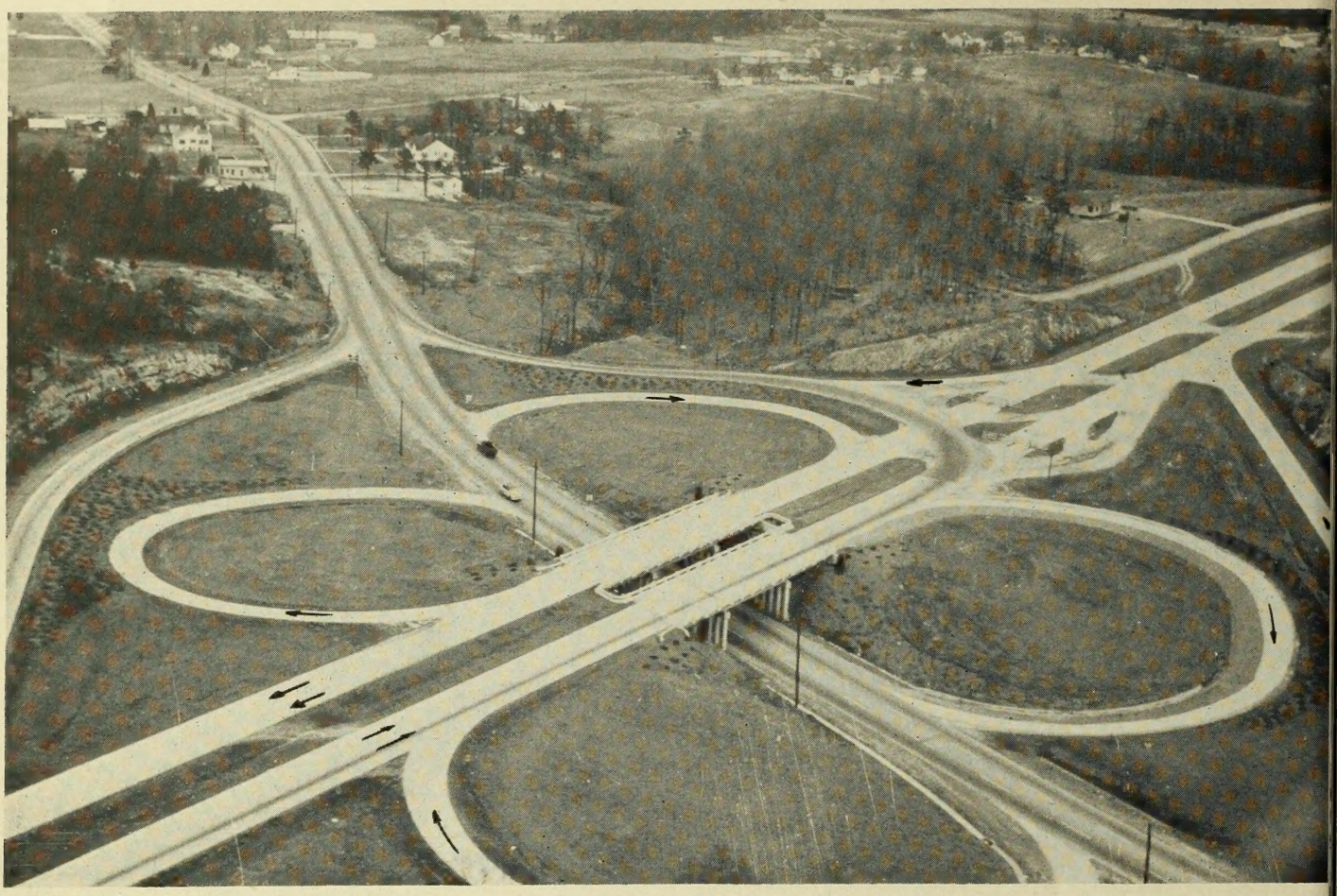
A tentative location, based on the aerial pictures, is made. A field party then makes an on-the-spot field check to insure that all serious obstacles have been avoided. The field men note whether streams, railroads and existing roads will be crossed at the most advantageous points. They check to see that conflicts with rural and expensive urban property have been avoided as far as possible.

(Continued on page 6)





Paul Ferguson and R. Getty Browning examine aerial pictures from a mosaic map of a proposed location. On the right, Ferguson makes a stereoscopic study of contact prints. The sterescope gives the pictures third dimension; the ridges and valley are easily seen. Use of the sterescope determines the route to be contoured.



Leon Burnett, *High Point Enterprise*

Cloverleafs Allow Safe Interchange of Traffic

THE AERIAL VIEW of a cloverleaf on the Thomasville By-pass clearly shows the advancement made by roadbuilders in designing safety as well as convenience into the State's roads.

The cloverleaf is a grade separation with traffic interchange ramps. Note that dual-laned US 29 and 70 cross over old three-laned US 29. The 24-foot concrete pavements of the relocated highway are separated by a 25-foot grass median strip. The one-way ramps—circular roads leading onto and off the new highway—are 14 feet wide.

A cloverleaf permits two busy highways to safely junction. All turns on the cloverleaf are right-hand ones. This means a fastmoving motorist loses little time when he slows down to turn on or off the cloverleaf.

A motorist who wants to change his direction or reverse his course must first pass under or over the structure. He then turns right onto a one-way ramp, merges with traffic and again goes under or over the structure and proceeds on his way. He can change his course without ever directly crossing the traffic stream.

Note the eight interchange ramps—two one-way roads in each of the four quadrants.

Building a grade separation with interchange ramps costs the State considerably more than allowing two highways to meet on the same level and cross at right-angles.

Why does the State spend the extra dollars to build this maze of roads when a simpler and cheaper arrangement could have been provided?

A partial answer is highway safety. When two busy thoroughfares meet and cross on the same level, many accidents can and do occur. Most of the accidents are caused by traffic congestion at an intersection. In some areas, crowded intersections produce 40 per cent of traffic fatalities and 60 per cent of the damages to the adjoining property.

All intersections at grade present points of conflict. The most common intersection —the meeting and crossing at right-angles of two roads on the same level— has potential conflicts from crossing, leaving or joining lanes of traffic.

There are 16 possibilities of an accident when a motorist enters and crosses a intersection at grade. No matter whethe a motorist cuts directly across a strea of traffic or turns to join it, the acciden potential is high.

There are 12 possibilities of an acciden when a motorist diverges or leaves high-speed traffic lane. His car is liabl to be clipped or rammed from the rear.

When a driver converges with or join a stream of traffic, there are 12 possibil ties of an accident. Before a driver ca match the momentum of the already mo ing traffic, he may have an accident.

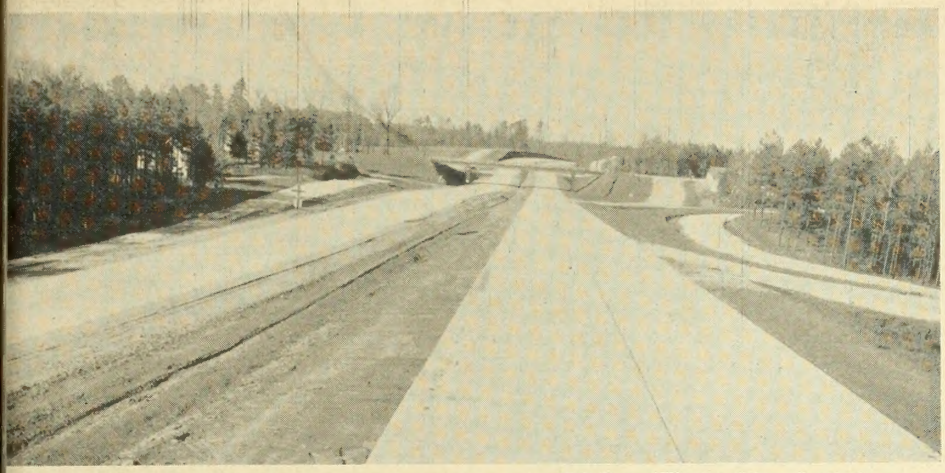
The clover-leaf interchange was desig ed to eliminate the danger of all dire crossings. The hazard of diverging (lea ing) and converging (joining)with hig speed traffic remains.

Traffic accidents and fatalities woul be greatly reduced if all major highwa arteries met and crossed on grade separa tions with interchange ramps. Howeve funds are not available for cloverlea at all intersections.

In planning a grade separation at a intersection, the road designer considers

1. Its function — the safe and rapi

(Continued on page 18)



Bill Ray—*Winston-Salem Sentinel*

Twin ribbons of concrete extend for four and one-half miles around Lexington. This dual-lane by-pass will pull heavy traffic off Lexington's congested Main Street. Note the access roads.

Lexington By-Pass Opened to Traffic

THE NEW Lexington by-pass was officially opened to traffic March 6. Appropriate ceremonies marked the addition of this by-pass to the "Main Street of North Carolina".

The dual-lane by-pass is four and one-half miles long. It starts east of Lexington on US 29-70. Cloverleafs are located where the by-pass crosses north-bound US 52 and west-bound 64 and ties back in with US 29-70-52 on the west side of the city. The tie-in point starts an eight-mile dual-lane stretch to the Yadkin River. This segment of the highway had already been in use for several weeks. R. P. Dowtin of Lexington was the resident engineer on both projects.

The by-pass and the connecting dual-lane highway to the Yadkin River cost about $2,750,000.

Hosts for the luncheon at the Lexington Country Club were Mayor Ray Coltrane, State Sen. George Hundley, Judge Hubert Olive, and Dr. L. C. Harpe, president of the Civic Council. B. C. Young, Jr., served as master of ceremonies. Rep. Cloyd Philpott delivered the address of welcome and Highway Commissioner George Coble introduced the day's guests.

Judge Olive introduced Lieutenant-Governor Luther Hodges who gave the key address.

Judge Olive also introduced Chief Engineer W. H. Rogers, Jr., and Highway Chairman Henry W. Jordan.

Notables on the guest list included: Mayor Marshall Kurfees of Winston-Salem, Mayor Robert H. Frazier of Greensboro, Mayor Robert Hardin of Salisbury, Mayor A. A. Furr of Albemarle, Mayor Ernest Johnson of Denton, and Mayor Walter Rapp of Thomasville.

Among the division engineers and commissioners who attended were A. Wilbur Clark, M. Otis Poole, T. G. Poindexter and L. E. Whitfield. District engineer A. L. Hooper represented the U. S. Bureau of Public Roads.

At 3:00 p.m. about 300 people gathered in front of the new school to see Chairman Jordan and Commissioner Coble clip the ribbons that officially opened the by-pass to traffic. The ribbons were held by Miss Ann Morris of Denton, Miss Emma Bruton and Mrs. Sue Rogers of Lexington and Miss Nancy Stilwell of Thomasville, representing the municipalities of Davidson County.



David S. Greene—*Greensboro Daily News*

Lt.-Gov. Luther Hodges speaks at ceremonies that formally opened the Lexington By-pass in March. He was the keynote speaker at a luncheon for civic leaders and highway officials.

Worked on Lexington By-pass



Here are some of the men who helped make the new Lexington By-pass a reality. Sorry we don't have all the names but among this group are Assistant Division Engineer A. J. Hughes, Instrumentman W. F. Wooley, Inspector T. R. Fulghum, Resident Engineer R. P. Dowtin and Sixth Division Engineer T. G. Poindexter.

Bridgeman Passes

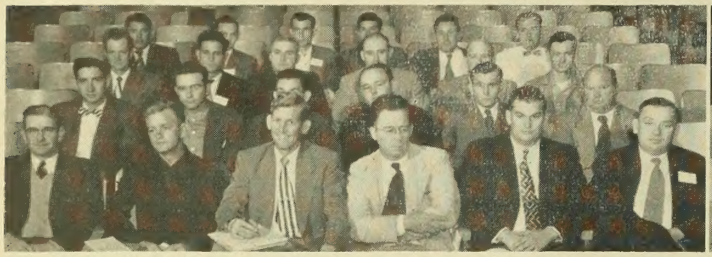
SKILLED BRIDGEMAN John G. Gaddy of Polkton died February 20. He was 50 years old.

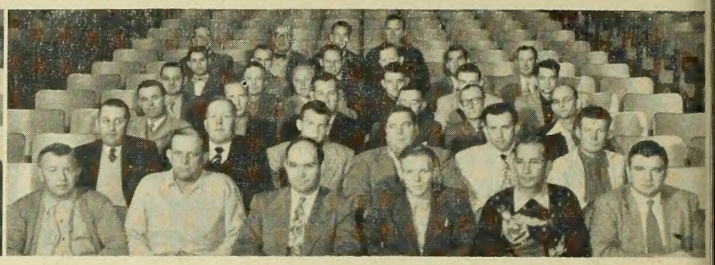
He started with the Bridge Department in 1935 and had been a faithful worker ever since.

He is survived by his wife, the former Naomi Currie; and two children: Paige Agnes and John, Jr.

Mr. Gaddy was a Baptist and active in church work.

Asphalt Plant Inspectors and Materials Inspectors Attend School in Raleigh





These men recently participated in four-day schools in Raleigh on the inspection of asphalt plants. Front row, left: M. L. Lawrence, A. O. Hall, L. L. Askew, L. S. Ford, H. L. Sadler, and Materials Inspector C. D. Seay. Second row, from left: H. L. Davenport, R. D. Bailey, E. J. Stokes, J. K. Smith, J. T. Huffman, and G. B. McDaniel. Third row, from left: N. E. Hall, J. Q. Rayborn, H. C. Jackson, P. G. Weeks, T. G. Bradshaw, and A. K. Murray. Fourth row, from left: Materials Inspector N. W. Northcutt, C. E. Moore, C. P. Pearce, W. J. Ezzell, Jr., Harry Glickman, and Floyd Bass. Most of these men work in the first four divisions. They attended the first session.

The second session was attended by men from division six through ten. Front row, from left: G. C. Ellis, Bob Greason, C. F. Hicks, R. P. Cole, Robert Canada, and E. L. Bullock. Second row, from left, Materials Inspector L. S. Jackson, Walter B. Cole, B. H. Harris, J. S. Barefield, T. S. Calder, and H. P. Farrell. Third row, from left: Materials Inspectors R. C. Coggin and F. W. Ritchie, W. F. Scarboro, A. P. Pelt, John B. Graham and Sid L. Atkinson. Fourth row, from left: Materials Inspector Bon Perkins, E. F. Neal, L. B. Myers, W. R. Pendleton, B. C. Peak, and R. V. Hayes. Fifth row, from left: J. L. Wakefield, Ralph Hord, M. W. Runyan, Materials Inspector Phil B. Brown, J. L. Jolley, and R. R. Nichols. Sixth row, from left: Ray Robinson, Resident engineer Roy Kanipe, C. E. Jones, and Warren Franklin.

School for Plant Inspectors Held in Raleigh

THE DIVISION of Materials and Tests and the Bituminous Department combined forces to conduct two four-day schools in Raleigh for the instruction of hot asphalt plant mix inspectors.

C. E. Proudley, C. T. Carmichael and Duke Morgan of the Materials Lab worked with Bituminous Engineer T. V. Fahnestock in arranging the program for each session.

Chief Engineer W. H. Rogers, Jr., opened each four-day school by outlining the purpose and benefits of the instruction.

Classes were held in the auditorium and the library on the first floor of the new highway building. Technicians from the lab and engineers from the Bituminous Department were the "teachers". For some of the more experienced inspectors, it was a refresher course.

The last school for plant mix inspectors was held in early 1951. It proved helpful and informative to new inspectors.

This year's first school—held the last week in February—was attended by 23 "students" (inspectors from the first four divisions). They participated in the lectures and informal discussions. Material inspectors L. S. Ford, C. D. Seay and L. S. Jackson attended this school.

The second four-day session—held the first week in March—was attended by 26 inspectors from divisions five through ten. N. W. Northcott, F. W. Ritchie, Bond S. Perkins, Phil B. Brown and Resident Engineer Roy Kanipe of the Tenth Division also attended this school.

Pete Bourke of the lab showed motion pictures and slides relating to the design, testing, mixing and laying of asphaltic mixes.

W. A. Ellis, G. B. Egerton, E. D. Gill, W. P. Ware and J. D. Walton of the Bituminous Department attended both schools. Other participants were H. D. Hester and R. D. Coggin of the lab. H. Fred Waller, Jr., of the research lab demonstrated and described the methods of designing bituminous mixtures. Chemical lab technicians demonstrated the use of testing equipment on the materials in hot mix pavements.

T. V. Fahnestock said, "I think the schools accomplished a worthwhile purpose. The inspectors from the various divisions were impressed with the importance and responsibility of their work and with the necessity for constant care and accuracy in all testing and inspection."

Instructors of Asphalt School



Here are the men who planned and conducted the recent asphalt plant inspectors school in Raleigh. From left, Chemical Testing Engineer C. T. Carmichael, Research Engineer A. Duke Morgan, Bituminous Engineer T. V. Fahnestock, and Materials and Tests Engineer C. E. Proudley.

Women's Clubs Thank Commission for Roads

HIGHWAY Chairman Henry W. Jordan recently received the following letter of appreciation from Mrs. N. A. Edwards of Goldsboro, Corresponding Secretary of the North Carolina Federation of Women's Clubs:

"The North Carolina Federation of Women's Clubs wishes me to thank you and the members of the State Highway Commission for your fine road program, now nearing completion.

"Not only have our roads exceeded in mileage, construction, and surface everything previously completed, but the attention you have given to design, safety, visibility, and landscape detail has assured us roads that are beautiful as well as useful. As you know, our Federation, along with many other groups, has visualized a day when all roads might be safe and sightly. You have certainly hastened that day here in North Carolina.

"We know that you will continue to build roads with ample restrictions against commercial encroachment where safety and beauty are considerations. This should apply especially in the case of projected turnpikes and/or other superhighways.

"For your clean-up of existing roads, for the handsome new ones, and for our many lovely roadside parks and picnic areas, we offer a sincere 'Thank you'. We find ourselves left with very little to seek or request in the way of roadside development.

"We trust that the interest of women in the roads of the State will soon be recognized by the appointment of a woman to the Highway Commission. Women hold a good percentage of drivers' licenses, their safety record is good and they get around a great deal."

Attend Opening



Commissioners A. Wilbur Clark, Otis Poole and George S. Coble chat with Chairman Henry W. Jordan before the luncheon and ceremony that opened the new Lexington By-Pass.

Weldon By-pass Well-Marked



Weldon traffic stops and yields right of way to southbond traffic on US 301. The overhead sign diverts through traffic around Weldon on the two-mile by-pass. M. R. Conner took this fine picture.

Two-Way Radios Installed by State

IN MARCH two-way radios were installed on the Governor Cherry, the Governor Scott, and the Sandy Graham and the wooden ferries of the Oregon Inlet.

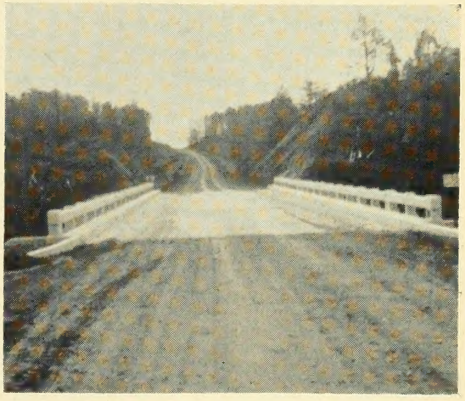
The radio equipment will enable the three converted Navy landing craft and the wooden ferries to keep in touch with each other and with points on shore.

If a ferry should break-down, get into trouble or be needed to pick up waiting cars and trucks, the radios will permit the word to be flashed immediately. The radios will keep the ferry tenders posted on the number of vehicles waiting for a ride.

The ferries are serviced at a shipyard at Mann's Harbor on Spencer Creek in Dare County which was built by maintenance forces in 1950. The principal radio control station is located there. Two-way radios have been installed in a car used by Ferry Superintendent John F. Wilson, who operates between Mann's Harbor and East Lake, and in a truck used by Section Foreman Delmar Williams of Buxton.

The shipyard on Spencer Creek is outfitted with facilities for pulling the ferries out of the water for repair and overhaul. Three spare diesel engines are kept in readiness in the event of a breakdown or for use when the other engines must be overhauled.

New Bridge



Here is the new structure on NC 26 across Duncan Creek in Cleveland County. W. A. McNeill is the resident engineer on the project.

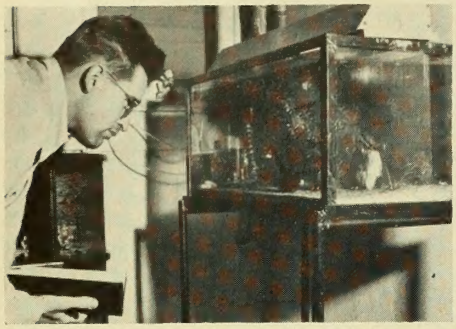
Name Changed

THE FOLKS in Waynesville feel better now that the name of a mountain road has been changed. When Tenth Division Highway officials met recently with Haywood County citizens, Mrs. Robert Davis of the Hominy section asked Commissioner L. Dale Thrash for permission to change the name of their pretty road: "We would like to rename the road Laurel Drive. We feel it would be a more fitting and appropriate name than the present one."

"Go right ahead. I agree with you," said Thrash as he quickly renamed the road Laurel Drive.

The old name? Buzzard Roost Road.

Fish Fancier



FOR A MAN who never goes fishing, John Driscoll, keeps quite a stock of the finny tribe in his aquarium at his Salisbury home.

John started raising tropical fish as a hobby when he got out of service. He has the habits of all the fish recorded for future reference.

His collection includes the following species, with their family names: Flame Fish of Rio de Janerio, Characins; Zebras of Bengal, India, Carps; White Mt. Clouds of China, Minnows; Armored Catfish of South America, Corydorus Paleatus; Black Mollies and Guppies of Trinidad and Mexico, Live Bearing Tooth Carps; Dwarf and Kissing Gourami of India, Anabantids; and Angel Fish of the Amazon River, Cichlids.

John says, "Some species are easier to breed than others. I give all of them the same diet of prepared food. After the initial cost of tanks, lights, glass cover, aquarium plants, thermometer, aerator and pump for clearing water, the upkeep is negligible. That's when the fun begins."

John is married to the former Betty Hudson of Salisbury. They have two children: three-year old Betty Jean and five-year old Rickey. They belong to St. John's Lutheran Church.

John is an engineering aide in Construction in Salisbury.

Rose Fancier



ASTON HEATH specializes in raising roses and dahlias. He has a large rose garden which blooms continuously throughout the summer season in a riot of colors.

His dahlia garden features many varieties which bloom and blend into many magnificient hues.

Heath, field mechanic of the Tenth Division, started with the Commission in 1935 in Transylvania County at Rosman Prison Camp. He recalls, "I worked in a truck shed and didn't even have a floor jack. A few years ago the Commission built a nice shop and now I have all sorts of modern equipment."

He's proud that he's never missed a full pay check and that he's worked about 5,000 hours overtime. He doesn't believe in taking time off for any overtime work.

His wife is the former Lucille Wilson. They live in Brevard and have three children: Mrs. Louise Cotton of Wadsworth, Ohio; Mrs. Linna Powers of Greenville, South Carolina; and Charles Heath of Brevard. The Heaths are Baptists.

Work Started

CONSTRUCTION was started in March on a new roadside park on US 17 near Supply in Brunswick County.

The park will feature driveways, parking area, wooden tables, fireplaces, trash cans, and rest rooms. It will be the first State-bulit park in Eastern North Carolina to be supplied with running water and flush-type toilets.

Assistant landscape engineer J. A. Saunders of the Third Division said he hopes to have the park complete in time for the summer tourists. The Third Division now has four roadside parks and 14 roadside turn-outs. The turn-outs have picnic tables and trash cans.

The travelling public appreciates and uses these roadside parks and turn-outs.

First Division Bridge Foremen



Bridge Maintenance Engineer C. B. Taylor and First Division Bridge Superintendent J. S. Warren recently took the bridge foremen of the First Division on a personnally conducted tour of the new highway building in Raleigh.

They paused long enough for a group picture in the Commission Room. From left, E. Ray Setzer of Tarboro, W. T. Willis of Elizabeth City, Preston Steadman of Williamston, J. E. Pope of Halifax, H. Lee Travis of Ahoskie, J. G. Twiford of Point Harbor, C. B. Taylor, A. M. Harris, bridgeman of Point Harbor, and J. S. Warren.

Aerial Survey

(Continued from page 1)

Further stereoscopic study determines whether or not changes in the route are advisable.

The aerial photographer, if requested, can draw five-foot contours on a 200-foot scale showing about 2,000 feet on either side of the proposed location, on each flight.

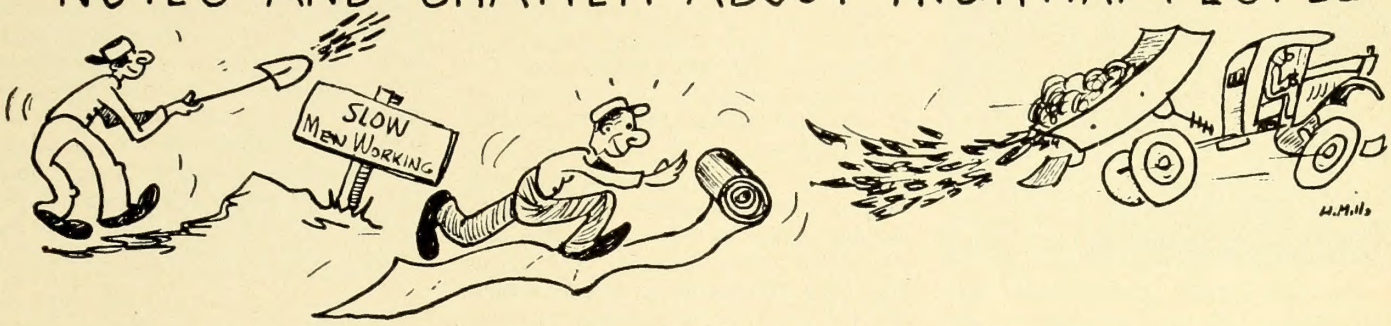
By using the contour data (the sheets are match-marked to be studied in pairs), the locating engineers can make many comparisons of various routes.

Field surveys supplement the aerial survey. A final location is then made showing in detail the recommended route for construction.

Browning says, "In determining the proper location of interchanges, river crossings and railroad separations, we have found that aerial pictures are almost indispensable. By supplementing these pictures with contour maps, we can quickly examine large land areas which would be troublesome and tedious to examine on foot. Air pictures are far more accurate than a ground reconnaissance alone, no matter how carefully it may be done."

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



HEADQUARTERS

CONGRATULATIONS to those who recently passed work anniversaries. . . . New members of the Honor Roll for 30-year employees are *Mrs. Sudie Seltman* and *H. A. Tate* of Location, *Tom Park* and *Joe Taylor* of Roadway, *Jack Hicks* of the Soils Lab, *W. A. Ellis* of Bituminous Department, and *Buck Winslow* of Bridge Department . . . *Bill Hampton, Guy Lillard* and *H. R. Geddie* of Location, and *Dan Allen* of Roadway rounded out 25 years . . . *George W. Jordan*, and *Robert L. Patrick* of Soils Lab, *Bill Fulghum* of Roadway, and *G. A. Pitman* of Location completed 15 years . . . *Mrs. Mildred W. Gardner, R. R. Haire*, and *J. W. Piercy* of Location, and *George P. Bray* of Bituminous now have 10 years behind them . . . *V. R. Rhinehart, Jr., J. B. Chamblee* and *Walter G. Shull* completed five years.

THE EASTER BUNNY left a big gaily wrapped basket of candy easter eggs, bunnies and rabbits on Dolly Smith's desk up in Roadway.

VACATIONS . . . *Mary Wilkinson* of Accounting spent a few days with relatives in Jackson, Tennessee . . . *Mrs. Elizabeth Hughes* and husband went to Charleston to see the spring gardens . . . *Mrs. Edith Williams* spent Easter in Peachland . . . *Avis Knight* visited friends in Savannah over Easter . . . *Bonnie Wall* and *Nancy Howell* report a wonderful trip down the Florida coast to Miami where they flew to Havana for a week-end . . . *Mrs. Eula Prince* travelled to Spartanburg, South Carolina, for Easter . . . *Eddie Seagroves* took a few days off.

NUPTIAL NEWS . . . *Bob S. Messner* of Statistics is engaged to Jean Hilton of Greenville who is employed in the Department of Revenue, Raleigh . . . *Ollie Mae Crabtree* of Equipment is engaged to marry Richard Roberts of Hillsboro in the fall . . . *Juanita Mitchell* was married to Roy Rowe of Princeton, April 3 . . . *Joan Williams* of Accounting changed her name to Williams when she was married in February.

THE SICK LIST . . . *H. W. Shelden* of Bridge is back at work after a stay in the hospital . . . *Dot Shaw's* mother was hospitalized for a while . . . *Helda Ray* of Accounting is out sick . . . *Dick Turner* of Roadway has been nursing a bad back . . . *Guilford P. Duke* and *Bill*

Junior Edition



This bright-eyed young man is John Coleridge Wilson, son of Jesse and Janie Wilson of Raleigh. He's 18 months old. His mother, Janie, is an efficient secretary in the bridge department.

Just Married



Mr. and Mrs. Ben P. Terrell of Raleigh pose after their February 7 noon wedding at the First Baptist Church.

Dr. John Kinchelee performed the ceremony. Only the immediate families of the bride and groom were present.

The bride is the former Virginia Lee Baity of Winston-Salem. She just graduated from the Rex Hospital School of Nursing.

Ben, a Bridge Design Engineer I, has been with the Commission since 1949. He has a B. S. degree in Civil Engineering from State College and is a member of the William G. Hill Lodge, a 32nd Degree Scottish Rite Mason and a Shriner in the Sudan Temple.

After a Florida and Nassau honeymoon, the couple are at home in an apartment on Wayne Drive.

Mother-Son



Mrs. Max (Melba) Collins holds Max, III. Melba was a draftsman in the location department in Raleigh. Her husband is an engineer in the bridge department.

Sedberry of Statistics were hospitalized for a few days . . . *John R. Denton, Hazel W. Keith* and *Edith Allen* of the Prison Department were out sick for a few days . . . *Barbara Sykes* of the legal department is recuperating in Florida from an illness . . . *Mary Ruffin's* mother was hospitalized for a while . . . *Bill Reaves's* young son was in the hospital after falling out of a car . . . Principal right-of-way engineer *T. B. Wilson* has taken a two month leave of absence to regain his health . . . *Graham Egerton* was out sick for ten days.

OUR SYMPATHY to *Helen Puckett* in the death of her father, Paul Tigar, of Washington, D. C. . . . And to *T. B. Gunter* in the deaths of his nephew and nephew's wife in a car wreck.

"UNCLE BIM" SAWYER reports that the 1953 State highway maps will soon be out and ready for distribution.

NEW EMPLOYEES . . . *Ella Mae Sorrell* of Garner replaced *Ruby Garrison* as *Larry Beltman's* secretary in March . . . *Mrs. Lena Morgan* has been employed to help Louise Bernard keep the master files in order . . . New faces in Statistics belong to *J. G. Teel, R. F. Owens, E. I. Bobbitt, Howell R. Peele, Paul C. Harmon, C. S. Nowlan* and *James K. Hagwood.*

EARL H. TYNDALL, JR., of Statistics resigned to become district manager of a soundscriber dictating machine company in the Raleigh area . . . *W. R. Steininger, II*, of Bridge resigned to join Uncle Sam's armed forces.

SQUARE DANCING is the rage with certain bridge employees . . . Regular Monday night dancers at Pullen Park Recreation Center include *Bill Brown, Sam Usry, Reuben Shaw*, Margaret Shaw and *Bill Pate* . . . They extend an invitation to all who are interested to come and join the fun.

JESSIE RUTH and *Jimmy Norris* have moved into their lovely new home on Dixie Trail.

BUDDY WIGGINS had an heir, Richard Hinton Wiggins, III, born February 16.

ROADWAY planning engineer *J. L. Morson* has taken advantage of the spring weather to go fishing on week-ends.

NEWS from Equipment Depot . . . *E. T. Pearce* and the women employees were recently taken on a tour of the new headquarters building by *Mrs. Ethel Jones* . . . They say "Thank you" to the folks who were so cordial in their welcome . . . Speedy recovery to *D. E. Matthews*, blacksmith, who has been ill; and to *Hubert Tilley*, mechanic, who suffered a knee injury . . . Welcome to *James Edward Orrell, III*, a new trades helper in the magneto department . . . Back on the job are *C. L. Rochelle* of the magneto department who was hospitalized in March and *E. H. Cotter*, automotive supply clerk, who was out with the flu . . . Two men—*Douglas Hubert Nowell* and *Richard B. Farrington*—resigned to go in service . . . *James F. Cosby* recently received his induction notice . . . Congratulations to *Mr. and Mrs. John W. Lambeth* on the birth of a daughter, Frances Grey, March 29 . . . The *Lambeths* also have a young son . . . They moved into their new home in February.

LABORATORY NEWS . . . *Jack Wells* of Wilson started his highway employment in February . . . Research Lab technician *Robert L. Charnock* was married to Iva Ruth Heartsill in Ardmore, Oklahoma, March 7 . . . They are making their home in Raleigh, Route Five . . . *Durwood Barbour* was married to Mary Ann Baker of Four Oaks Feb-

Senator Dies

STATE SENATOR Thomas R. Wolfe, prominent Albemarle automobile dealer, passed away of a heart attack, April 20.

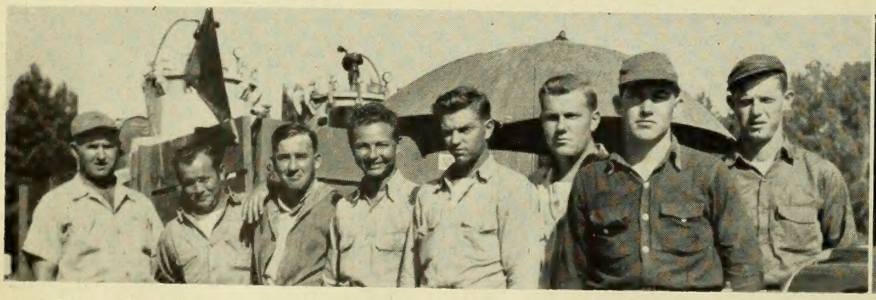
In 1937, Governor Hoey appointed him commissioner of the Seventh Highway Division. He served several years as chairman of the Board of Stanly County Commissioners.

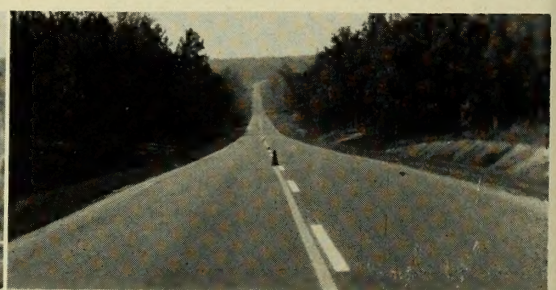
He was a member and a Deacon of the First Presbyterian Church of Albemarle and a Mason. He was a member of the Rotary Club, Myers Park County Club of Charlotte, Badin Country Club, and a past member of the Albemarle Lions Club.

Senator Wolfe served in World War II in the American-African and European Theatre and retired with the rank of colonel.

He is survived by his wife, the former Roberta Sherman of Texas; and two children, Mrs. George T. Wolff and First Lieutenant Thomas R. Wolfe, Jr.

Centerline Crew and Sample of Their Skip-painting

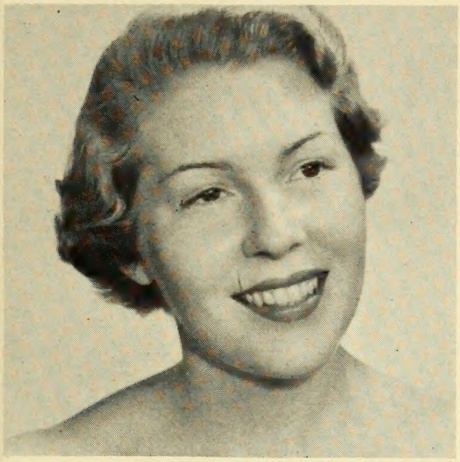




A First Division centerline crew lines up. From left, that's Foreman Robert Vinson, Ray G. Parker, Loyd Shubar, Berkley Pierce (since resigned), Eugene Cooke, Roosevelt White, Hansel Ray and Carlton Jones (since resigned).

On the right is an example of skip-painting. The crew paints 15 feet of white paint and then skips 25 feet between painted sections. Skip-painting does the job of the solid line but cuts quantity of paint used by two-thirds. Only about one-third as much paint is now used in skip-painting. The solid yellow stripe on left warns, "No passing." (Photos by M. R. Conner.)

Recent Bride



Carolyn Hines Liverman, daughter of Mr. and Mrs. T. C. Liverman of Ahoskie, was married February 27 to James Russell Batchelor, son of Mr. and Mrs. S. A. Batchelor of Nashville.

The Rev. A. L. Thompson performed the marriage in the Grace Methodist Church in Wilmington.

The bride wore a rose flannel suit trimmed with white, a white hat trimmed with pearls, brown lizzard accessories and a corsage of white fleur d'amour.

The birde's father, T. C. Liverman, is the district engineer in Ahoskie.

ruary 7 . . . They are at home in Raleigh . . . *Rex Stephenson, Jr.*, of the chemical lab, his wife and little daughter spent the Easter holidays in Washington, D. C., visiting *Rex's* father.

ROBERT A. ALLEN and *J. D. Wilson* attended a prison convention in Dallas, Texas, April 12-15 . . . *Carl Galloway* spent Easter in the western part of the State . . . *Frances Richardson* spent Easter in Baltimore and the *Blaine Madisons* attended the Moravian services in Winston-Salem.

DIVISION ONE

SHIRLEY JONES
Division Correspondent

R. C. SPEIGHT, road oil supervisor, reports that his department used 4,745,000 gallons of asphalt last year . . . The maintenance department used 250,000 gallons during this time.

THE HALIFAX chapter of the NCSHEA met March 11 at the Caledonia prison fram . . . After the election of officers, a barbecue and brunswick stew supper was served . . . Everyone left the meeting feeling contented with life and bulging at the belts.

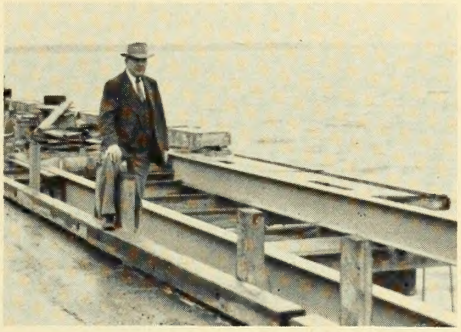
THE NORTHAMPTON chapter of NCSHEA held its quarterly meeting in Milwaukee, March 13 . . . The ladies of the Milwaukee Methodist Church served barbecue and brunswick stew to the 110 members and guests on hand . . . Chairman *Lee Brittle* presided . . . State representative Raynor Woodard spoke . . . It was Ladies Night.

SECTION foreman helper *G. W. Lawrence* of Colerain took his family to New Jersey for a vacation.

D. T. BAKER, section foreman of Colerain; *G. E. Hines*, supervisory foreman of Williamston; and *M. S. Raynor*, machine operator of Williamston spent their vacations in Florida.

STORK CHATTER . . . *Mr. and Mrs. Dillard Lee Sumner* of Aulander announce the birth of a daughter, January 27 . . . *Sumner* is a truck driver . . . *Mr. and*

Work Underway



Resident engineer R. R. Roper supervises renovation of the Edenhouse Bridge over the Chowan River. He recalls 25 years ago when he was resident engineer on this very bridge. It was a toll bridge then and had an 18-foot wooden floor.

When complete, the new bridge will have a solid concrete top on steel beams. The 210-foot swing span is already in place. The old swing span was used in a detour so that highway and water traffic could be continued all during the renovation.

Bowers Construction Company is the contractor.

Mrs. J. E. Knight have a new son . . . *Knight* is with the equipment department in Warrenton . . . *Mr. and Mrs. R. C. Parker* of Weldon have a new daughter, Reginia Kaye; *Mr. and Mrs. J. C. Jernigan* of Weldon, a daughter, Teresa Faye; *Mr. and Mrs. J. W. Truitt* of Weldon, a son, Andrew Walton; and *Mr. and Mrs. Howard Berry*, a daughter, born March 18.

PROMOTED . . . *E. S. Stalls* was promoted to machine operator (M. G.) and J. B. Garris was upped to section foreman helper in January.

OUR SYMPATHY to *Mr. and Mrs. Albert Spain of* Tarboro in the birth and death of twin sons, Richard Alan and Rodney Alvin, February 18 . . . *Spain* is with the Maintenance Department of Edgecombe County . . . To *L. P. Josenhans* in the death of his wife, February 17 . . . *Josenhans* is a highway inspector III at Weldon . . . To the family of *C. D. Ayscue* who died with a heart attack last November . . . *Ayscue* had been a gang foreman for the last eight years . . . To *W. C. Johnson*, gang foreman, whose father died March 9, in Scotland Neck . . . To the family of William Lee Hopkins, a former highway employee, who died February 22 after an extended illness . . . And to *Mr. and Mrs. Troy L. Freeman* of Ahoskie in the death of their daughter, Patricia, January 17, in Plymouth.

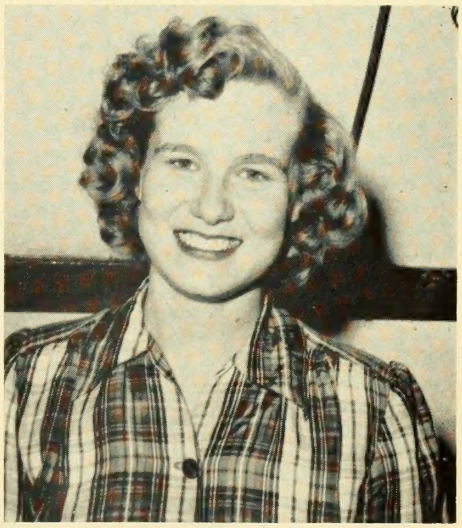
MAINTENANCE supervisor *W. W. Wheeler's* wife vacationed in Florida.

GET WELL WISHES to *Major Little*, section foreman of Seaboard who is home after an operation at Duke Hospital . . . To *R. A. Hicks*, machine operator, who broke his leg in December . . . To gang foreman *Joe Twiddy* of the Currituck County prison camp who has been out sick since January . . . To *R. E. (Bear) Thomas* who went to Asheville for an operation . . . To *M. F. Kemp*, dragline operator with many years of service, and to James White, section foreman helper, who were out sick.

GOOD TO SEE three section foremen—*H. E. Mathias, W. E. Copeland*, and *R. A. Edmondson*—back on the job after being out sick.

MACHINE OPERATOR *Curtis McHorney* returned to work after having a growth removed from his hand.

New Secretary



Meet Mrs. Mary Pittman, secretary in the district office at Weldon. Since her employment in January, Mary has been commuting 20 miles from her home in Littleton. Her husband was called in service as a machinist in the Navy.

Recently Married



Elizabeth Ward Hargett, daughter of Mr. and Mrs. William Guy Hargett of Richlands, was married in March to Richard Dury Smith at the Holy Trinity Catholic Church in Kinston.

Mrs. Smith was graduated from Converse College in 1952, where she received a bachelor of music degree in piano. The groom attended Bishop Quarters Military Academy, Oak Park, Illinois; Campion Preparatory School at Prairie-du-Chien, Wisconsin; Chicago Academy of Fine Arts, and was tutored by Hans Barten. Since his discharge from the Marine Corps, Mr. Smith has been employed in Kinston.

The bride's father, W. Guy Hargett, is Commissioner of the Second Highway Division.

DIVISION TWO

JASPER L. PHILLIPS
Division Correspondent

THE PITT CHAPTER of NCSHEA was served a barbecue supper by *C. D. Bass* and his assistants at the March meeting . . . President *Anne Askew* presided over a short business session . . . State president *Merle Adkins* and executive secretary Otis Banks spoke briefly . . . *Mr. and Mrs. Earl Crump* of Wilson were among the guests.

MRS. ANDREW CARRIGAN, manager of the Diana Shoppe of Greenville, presented a 1953 Fashion Revue . . . The new spring styles were modeled by Barbara Cozart, Judy Howe, *Sylvia Weeks*, Donna Tabar, Barbara Corbett, *Mrs. E. M. Woolard, Mrs. S. V. Catlett. Mrs. P. L. Fields, Mrs. E. D. Credle, Mrs. Johnnie Pollard, Mrs. E. L. Bullock, Mrs. L. D. Cox, Mrs. H. L. Briley, Mrs. Guy Haddock, Mrs. A. E. Banta, Thelma Exum* and *Hazel Baker* . . . Other models were Mrs. Bobby Gaylor, Lily Flye, Wynette Garner and Mrs. Carrigan . . . *Anne Askew's* costumes furnished the comedy . . . Her first selection was an outing night gown complete with red slippers and night cap, hot water bottle and candle . . . Her old-timey bathing suit was complete with black stockings and a striped blazer . . . For evening wear, she chose a black satin and lace gown (1920 vintage) and wore rolled hose and fancy garters . . . *Mrs. Meredith Posey* sang folk songs and played her auto harp . . . *Mrs. Tom Brown* was mistress of ceremonies . . . *Mrs. Carl Abee* assisted with the music, *J. L. McDonald* with photography . . . *Anne Askew* wrote the running commentary for the fashions.

WELCOME to *Mrs. D. R. Taylor*, the new secretary in the Right of Way Department at Greenville . . . She and her husband used to live in Kinston . . . Mr. Taylor is also a State employee; he is a farm labor recruiter with the Greenville employment office.

Models



Young ladies who modeled in the Pitt Chapter Fashion Revue include, from left, front row: Wynette Garner, Donna Tabar, Judy Howe, Sylvia Weeks (daughter of Mr. and Mrs. Joe Weeks).

Second row, from left: Mrs. H. L. Briley, Mrs. Guy Haddock, Mrs. E. D. Credle, Barbara Cozart, Mrs. Bobby Gaylor, Barbara Corbett and Lily Flye.

WE WERE SORRY to learn of the death of *W. E. Jackson's* brother and *Mrs. Robert J. Morgan's* mother.

CONGRATULATIONS to the *M. B. Tyers* on the birth of a son, Mathew Benjamin, Jr., January 10 . . . And to the *L. E. Smiths* on the birth of a son, January 24.

SPEEDY RECOVERY to *Mrs. Marvin Warren* who was ill with meningococcic meningitis . . . To three-year old *Zack Brickhouse* who was hospitalized over a month for an operation; he had polio in 1951 . . . To *Roy Roughton's* daughter, Peggy, who was sick with tonsillitis . . . To *Willie Lee Jones'* wife, Sallie Bertha, who was sick with pneumonia . . . To *L. W. Davenport* of Creswell who had influenza . . . To *Leroy Comstock's* wife, Doris Lee, who was ill with laryngitis . . . To seven-month old Sherry Maria Phelps who was hospitalized with influenza . . . To five-year old Keith Sykes, son of *T. B. Sykes*, who also had influenza . . . To *L. D. Phelps'* wife, Grace, who was in the hospital . . . To *Troy Lane's* daughter, Shirley Ann, who had a tonsillectomy at Fowle Memorial Hospital . . . To *Hollon R. Guirkins'* little one-year old daughter, Shannon Marie, who was ill with pneumonia . . . To *Roy Roughton* who was at the Southgate Leigh Hospital in Norfolk for over a month . . . And to *N. S. Bodwell* who was badly burned while pouring asphalt.

SICK LIST of the Equipment Department includes: *V. R. Barnette, L. C. Bunch, Jr., W. L. Clark, J. L. Clements, D. R. Ellis, P. L. Fields, J. H. Guirkins, F. L. Joyner, C. C. Parker, M. E. Newman, J. F. Poole, J. F. Rouse, L. W. Rowe, A. W. Sumrell, L. F. Waters, S. D. Whaley*, and *N. G. Whitford.*

MECHANIC *W. Kincy Smith* of Greenville agrees "there's no place like home." . . . He just moved his family into a new home on the Farmville highway.

W. W. FORTESCUE, Clerk I, has resigned.

Announcer



Mrs. Tom Brown was mistress of ceremonies at the Pitt Chapter of NCSHEA's recent fashion show.

DIVISION THREE

SAM M. WILSON
Division Correspondent

THE CUMBERLAND COUNTY chapter of the NCSHEA held a meeting March 6, in the division shop . . . Barbecue and brunswick stew were served to about 90 members and guests . . . Otis Banks and *Merle Adkins* were present.

MRS. L. E. WHITFIELD, wife of the division engineer, spent February with her sister, Mrs. R. G. McGee, in Ocala, Florida . . . While there she visited Silver Springs, Winter Haven, Cypress Gardens and the Boch Singing Tower . . . She reports that the azaleas and camellias were already in bloom and that she had a wonderful time!

GANG FOREMAN *G. B. Owens* of Fayetteville finished building a new home in March . . . We know he and Mrs. Owens are revelling in their new splendor.

FOUR NEW CITIZENS were born in the Third Division recently . . . *Mr. and Mrs. C. J. Guy* of Kenansville have a new boy who was born February 9 . . . *Mr. and Mrs. P. T. Simmons* of Clinton have a new baby boy too . . . *Simmons* is with

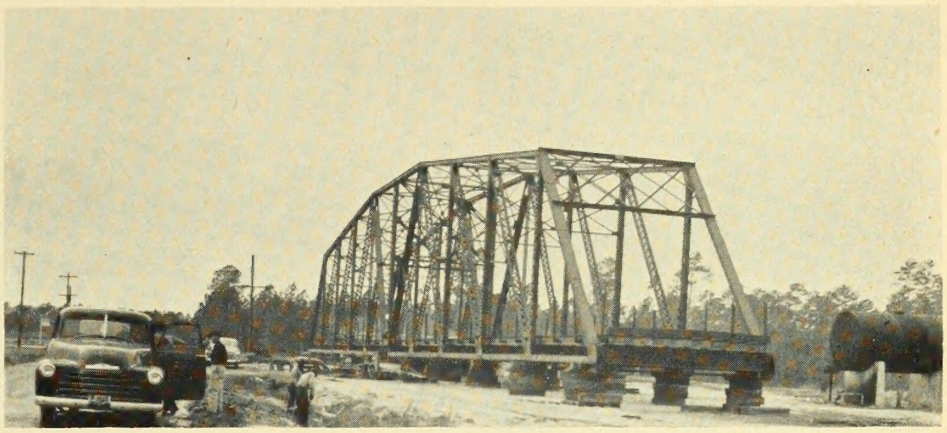
Tours the West



Resident engineer Kesler C. Butler of Fayetteville and Toy Tew of Dunn attended the National R. E. A. Co-op convention in San Francisco, California, in January. They visited the Carlsbad Caverns in New Mexico, the Grand Canyon, the Oklahoma oil fields and toured the Navajo Indian Reservation. Butler is standing before a Navajo Indian's home.

In California, they took in Chinatown, Fisherman's Wharf, Beverly Hills and Hollywood. Butler was impressed with the navigation in the San Joaquin Valley and Coachello Valley which are famous for their vineyards, orchards and date groves.

Bridge Is Docked At Whiteville



This bridge spanned the Roanoke River at Williamston for many years. When a new and wider bridge was built there in 1948, this bridge was dismantled by bridge maintenance forces and hauled to Whiteville.

Bridge foreman Don W. Taylor's force cleaned it with sand blast and reassembled it to check for missing parts. When specially designed electrical equipment is received, the bridge will again be dismantled and hauled to Holden's Beach. It will eventually be used as a draw span across the Inland Waterway at Holden's Beach. The bridge has a 20 - foot roadway.

District Three maintenance . . . *Supervisory foreman and Mrs. H. D. Horne* of Fayetteville announce the birth of a daughter, Vera Ann, on March 5 . . . On the same day a son, Edward Lanier, was born to *Mr. and Mrs. Homer Taylor* . . . *Taylor* is with the Construction Department.

GET WELL WISHES to *Mrs. B. G. Harvell*, wife of the construction man in Wilmington, who is home from the hospital . . . To *R. S. Benson, B. G. Harvell* and *H. R. Yount* who were out sick in March . . . To *R. D. Brown* of Kenansville who is recovering from a recent illness . . . To *David L. Carter* and *W. W. Honeycutt* who were out on sick leave from District Three Maintenance . . . To *E. O. Littleton* and *G. F. Brown*, Duplin County maintenance, who were victims of the flu, but are back at work now . . . And to *W. H. Cottle* who returned to work after a light stroke in January.

WHEN TEMPORARY employee *J. M. Williams* of Warsaw recently lost his home by fire, several employees made up a nice donation to help him recover his loss.

THE MAINTENANCE employees wish to express their sympathy to *M. S. Smith* of Roseboro in the recent loss of his son in an automobile accident.

ROAD MAINTENANCE supervisor and *Mrs. E. C. Tyndall* announce the recent marriage of their daughter, Shirley, to Windell Alphin of Mt. Olive.

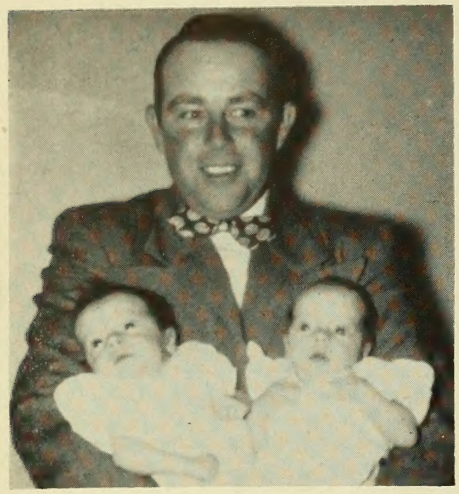
WITH THE SERVICE . . . Gene Ashworth, son of *Resident Engineer and Mrs. Bob Ashworth* of Wilmington, was discharged from the Army after serving over two years . . . His last tour of duty was in Germany . . . First Lt. Bill Ingram, son of resident engineer *W. M. Ingram* of Kenansville, is with the Army Engineers in Germany . . . Bill worked the summers of 1950-'51 with the Highway Department . . . His brother, Bobby, is in the Navy and stationed at Jacksonville, Florida . . . He just finished a training cruise in the Atlantic aboard the USS Lake Champlain and the USS Coral Sea.

Fashion Review



Ladies who modeled at the Pitt Chapter Fashion Revue are front row, from left: Mrs. H. L. Briley, Hazel Baker, Mrs. Bobby Gaylor, Mrs. E. D. Credle. Second and third rows, from left: Wynette Garner, Anne Askew, Mrs. Guy Haddock, Mrs. Louise Carrigan, Mrs. E. L. Bullock, Mrs. L. B. Cox, Lily Flye, Mrs. S. V. Catlett, Mrs. P. L. Fields, Thelma Exum, Mrs. A. E. Banta and Mrs. Meredith Posey. In evening dresses on the back row are: Mrs. E. M. Woolard, Barbara Cozart, Barbara Corbett, Sylvia Weeks, Donna Tabar and Judy Howe.

Father and Twins



The proud father, R. H. Shearin of Warrenton, holds his tiny infant daughters, Mildred Kaye and Evelyn Faye. The twins were born December 18, 1952.

DIVISION FOUR

WADE H. PRIDGEN

Division Correspondent

THE NEW DISTRICT shop in Nashville was formally opened March 19 . . . The maintenance department served barbecue with all the trimmings . . . The supper was cooked and served by *J. V. Kemp* and *P. D. Medlin* . . . District engineer *F. M. Edgerton* was master of ceremonies . . . *B. W. Davis, E. A. Crump, E. T. Pearce, G. A. Brinkley, H. C. Gillis, T. J. McKim, J. T. Ballance* and *C. F. Williams* spoke briefly . . . Nash County maintenance men on hand included: *J. M. Abernathy, R. G. Abrams, S. M. Anderson, Marvin Cone, J. L. Cook, L. E. Cook, W. M. Corbitt, W. L. Creekmore, A. Z. Crisp, Willard Daniel, J. E. Delbridge, W. N. Dorsey, F. H. Edwards, E. B. Godwin, L. W. Green, G. H. Griffin, P. J. Harper, R. W. Hawkins, B. L. Issette, J. E. Joyner, J. V. Kemp, J. B. Manning, P. D. Medlin, R. D. Morgan, C. P. Moss, T. M. Moss, W. G. Moss, Walter Mullins, Noah Murray, C. L. Narron, J. C. Averman, Fletch Price, J. A. Radford, J. W. Savage, B. S. Strickland, Joe Strickland, C. B. Taylor, R. C. Taylor, W. L. Taylor, H. A. Turner, Roy C. Wallace, James J. Wester, W. H. Whitfield, W. T. Williams, Jr., Z. H. Williams, J. L. Womble,* and *M. P. Yount* . . . From the Nashville equipment department: *C. F. Williams, F. M. Rackley, Mose Rackley,* and *G. L. Winstead* . . . *Burrell Connor* and his sign employees were there . . . From the equipment department in Wilson: *W. J. Ezzell, R. L. Page, A. H. O'Connell, B. F. Scott, Freddie Poe, Carl Lee, Mrs. Mabel T. Askew, Mrs. Vernice F. Benton, Arthur Newsome, J. G. Matthews, Donald Woodard, L. E. Pearce, C. L. Carpenter, James Bridgers, J. W. Hicks, M. D. Manning, Bennett Flowers,* and *Quinten Lamm* . . . *G. T. Wilkins, W. S. Burbage,* and *J. D. Meadows, W. L. Kemp, Mrs. Clatie H. Abernethy,* and *Mrs. Ernestine V. Leonard* were also present . . . *W. S. Powell* was a patient at the Park View Hospital in Rocky Mount and was unable to attend.

THE LOCATION Department employees in Wilson organized a basketball team and entered the City League Tournament . . . *Dave Hancock* is the coaching manager . . . *Bennette Flowers, George Sakas, Owen Ethridge, John Kenny* and *Richard Gregory* make up the team . . . Flowers was the highest scorer in the league . . . "The State Highway" lead the league in offense and defense.

ALMA MOORE of the division office took a trip to New York and reports a wonderful time.

CONGRATULATIONS to *Mr. and Mrs. John Howell* on the arrival of a new baby . . . *John* is with the Location Department . . . And to *Mr. and Mrs. Hoyt Nichols* on the birth of a baby girl . . . *Nichols* is the fourth division prison supervisor.

OUR SYMPATHY to *Mrs. Mary Burgess*, right-of-way secretary, in the recent loss of her brother . . . To the family of *Ottis L. Bowling*, maintenance foreman, who died in March . . . And to *Marvin S. Barham* in the death of his brother, Namaan Barham.

WELCOME to *Mrs. Clatie H. Abernethy*, new secretary in the district one office . . . She replaces *Mrs. Ernestine Leonard* who resigned and moved from Nashville.

Mother-Son



Mrs. James Ward holds her three-month old son, James Vernon Ward, Jr. Her husband, James, has been with the Highway Commission for four years. She is the former Mary Eunice Kernodle. The Wards live in Efland.

Supervisor



Meet Fred Everhart, maintenance supervisor of Davidson County.

RECENT VICTIMS of the flu bug included *Mr. and Mrs. Earl Crump, Alma Moore, Frank Martin, Audrey Lamn, Hoyt Nichols, Sam Livesay, George Brinkley, Mrs. Mabel Askea, Mrs. Vernice Benton, Quentin Lamm, Donald Woodard's* wife and *Buddy Smith's* family . . . All made successful recoveries.

DIVISION shop employee *W. J. Ezzell* was out sick for the first time in many years . . . He had flu.

GLAD TO HEAR that *Mary Burgess'* father is recuperating from a broken leg and injuries received when he was hit by a car.

INSPECTOR *Charlie Wheeler* of the Construction Department was hospitalized from a freak accident on the job . . . A tractor ran right up on the driver's side of his car.

FRANCES KING was among the many visitors to the Wilmington Azalea Festival . . . *K. G. Andriessen* spent a short Easter holiday in Atlantic City, New Jersey.

THE CONSTRUCTION Department now has a "Mutt and Jeff" working in the same party . . . *E. T. Cozart, Jr.*, is five feet tall while prize-winning National Guardsman *Jesse R. Hicks, Jr.*, stands six foot three . . . Both are from Knightdale.

GOOD LUCK to *J. R. Narron* of Middlesex who was called in Service April first.

SIX MEN—*R. W. Moore, W. P. Pearce, G. W. Pruitt, J. H. Smith* and *C. W. Croom*—recently passed 30 year work anniversaries . . . Congratulations to each!

THE FOLLOWING people filed Connecticut General claims: *Elmer Wallace's* wife, Mary; *R. W. Dawson's* wife, Mildred; *Maurice W. Pace's* wife; *J. W. Eason's* wife, Marjorie; *A. W. Fowler's* daughter, Barbara; Section foremen *J. E. Joyner, S. M. Anderson, Paul Jackson, F. W. Morse, L. R. Perry, J. A. Smith,* and

Henry Wiggins; L. G. Murphy's wife, Nannie; *C. D. Wrenn's* son, Carey; Gang foreman *Albert Kornegay; J. A. Smith's* wife, Pauline; *John H. Faulkner's* wife; *Roy C. Wallace's* wife, Doris Jean; *R. C. Smith's* wife, Sarah; *W. Luther Harris'* wife, Mary; and *W. H. Ellen.*

DIVISION FIVE

J. W. JENKINS
Division Correspondent

CONGRATULATIONS to *Don Huffman* and *Willard Perry*, both of Construction, who recently became fathers of daughters . . . *Carl Painter* is next on the list.

ORANGE COUNTY maintenance employees had a barbecue March 27 . . . As usual, it was deliciously cooked . . . Maintenance supervisor *C. I. Walters* and his crew are to be complimented on a swell feed.

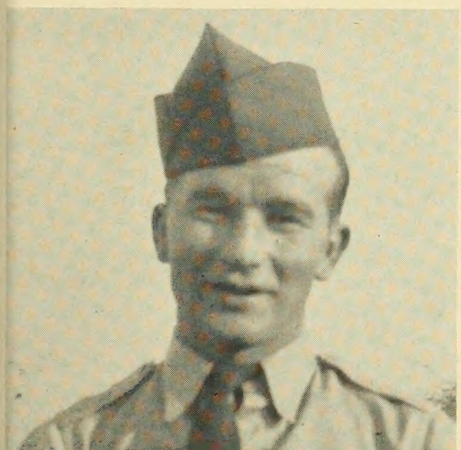
WILBUR LLOYD, section foreman in Orange County and *Elsie B. Walker* recently returned to work after lengthy illnesses . . . *Leslie J. Whitt*, foreman in Alamance County, is mending fairly well after being injured in a wreck . . . We hope he'll soon be back on the job.

OUR SYMPATHY to *Don S. Pettigrew* and *Homer D. Ingle* of Alamance maintenance and to *Lee B. Burnett*, retired, in the recent deaths of their mothers . . . And to the family of *DeWitt T. Sharp* of Madison who died in January.

WELCOME to the new employees: *Richard D. Greeson, Conway E. Holden, Herman B. Mann, Clinton O. Kirkman, John P. Phipps, William Thomas Dowell, Robert Lee Shelton, Owen Duland Young, Walter E. Kirkman, Mrs. Ruth R. Jarman, Mrs. Mattie M. Hall*, and *Henry W. Sykes* . . . *Otis Rogers, Earl M. Quick, Robert J. Bain, G. W. Justice, William F. Angel* and *Daniel W. Patat, Jr.*, were recently reinstated.

THESE MEN resigned recently: *Clarence Malloy Smith, Clyde W. Wilkinson, Fleming F. Goolsby, Nelson McKinney, Frank Cardwell, Willie V. Brewer, William B. Guthrie, F. Haywood Taylor, Guy T. Wheeler, Perry W. Reece, James W. Royce*, and *Robah Walters.*

Out of Service

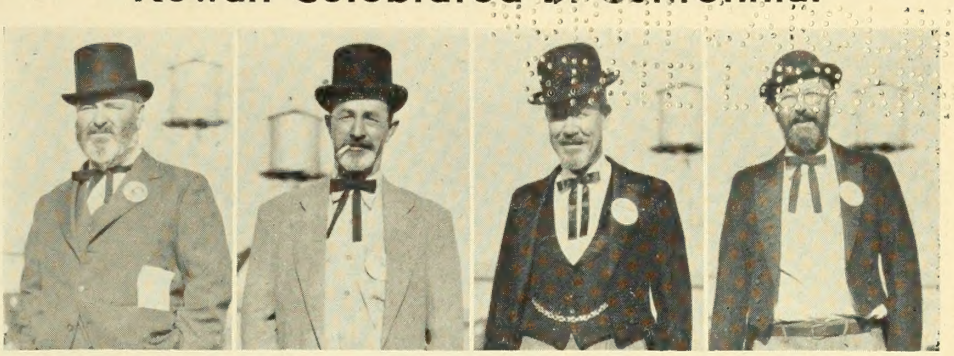


Maintenance man Dan Schenk was a Private First Class with the 405th Headquarters Battery Company at Fort Bliss, Texas when this picture was made.

Dan is a former roller operator with the asphalt patch crews in the seventh division. He's married to the former Betty Stricker of Salisbury.

His father, R. W. Schenk, is a district mechanic.

Rowan Celebrated Bi-Centennial



Don't be alarmed. Grant is still in his tomb. It's Lloyd (Ulysses) Cooke of Rowan County Maintenance Department.

The next bearded man is Ed "Sharpie" Lewis, Jr. of District engineer G. E. Rike's staff. With "Sharpie", you better play your cards from the top of the table.

The third bearded gentleman is "Uncle Sam" Schenk of equipment.

You thought Jesse James was dead. Well, he is. It's Bob Rollins, transplanted Bladen County shad fisherman, who joined the natives in celebrating Rowan County bi-centennial in April. Bob is with the Equipment Department.

DIVISION SIX

EDWARD C. DARDEN
Division Correspondent

THE LEE COUNTY Employees' social club of Sanford gave $100 to the March of Dimes . . . Congratulations!

WELCOME to *L. A. Tatum, Jr.*, of Laurinburg, a new employee in the division shop office.

MR. AND MRS. *Joe Mitchell* of Thomasville announce the birth of a son, Paul Rush, February 2 . . . *Joe* is an engineering aide on construction in Lexington . . . *Mr. and Mrs. Charlie Holder* of Olivia are the proud parents of a new son born in January . . . *Charlie* is a G. S. F. in Lee County.

SUPERINTENDENT *H. C. Mason* of the Lee County prison camp spent his winter vacation in Florida.

ALLEN GREEN, temporary rodman on construction in Asheboro, was drafted in the Army in March.

THE WIFE and two children of *John Birdsall*, highway engineer at Sanford, have gone to her home in Plymouth, England, for a three months visit.

NUPTIAL NEWS . . . *Howard Kimrey*, temporary rodman in Asheboro, was married to Mrs. Viola Hester of Asheboro in March . . . *Mr. and Mrs. Arthur E. Hamilton* of Asheboro announced the engagement of their daughter, Nell Frances, to S/Sgt. Sheldon B. Rude, USAF . . . *Mr. Hamilton* is a roadway inspector in Randolph County.

BEST WISHES to *Mr. and Mrs. W. N. Freeman* of Equipment who have a new baby . . . And to *Mr. and Mrs. Tom Collins* of Road Oil who have a new daughter.

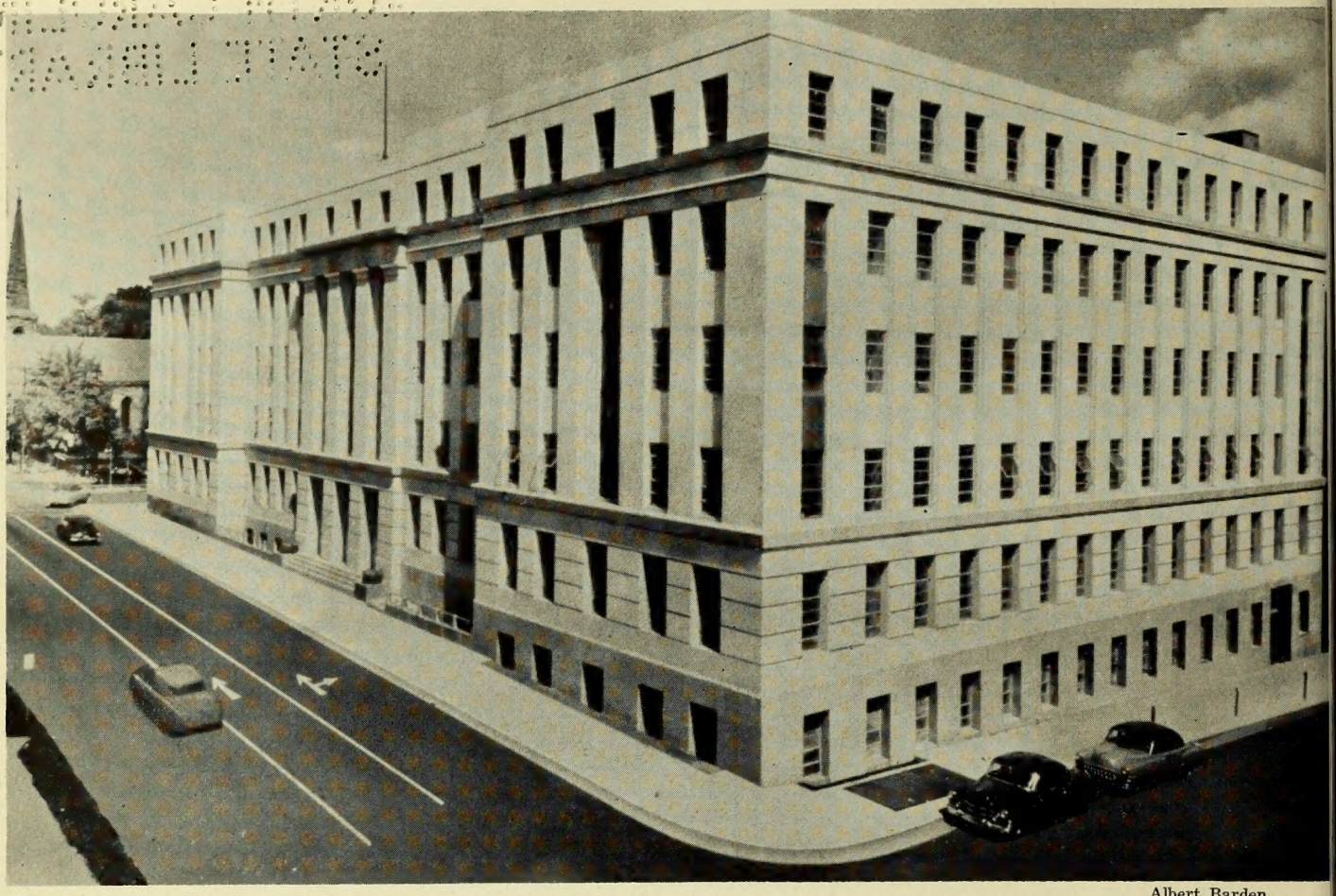
MRS. E. T. BRAME, wife of district

Junior Miss



Two and one-half year old Anita Carroll and her mother are living with her maternal grandparents, District engineer H. M. Burgin and Mrs. Burgin in Charlotte. Anita's daddy is serving overseas with the Army.

New Headquarters of the State Highway Commission



Albert Barden

The modern office building of the State Highway and Public Works Commission faces the State Capitol. The five-story-and-basement structure affords 61,000 square feet of floor space. The building, started in 1950, was designed to meet the specific needs of the highway department. The structure is 210 feet across the front on Wilmington Street and wings extend down Morgan Street and New Bern Avenue for a distance of 138 feet.

engineer *Brame*, is out after being confined at home with a strep throat . . . Nancy Bradley, daughter of *Mr. and Mrs. N. D. Bradley*, who fractured her arm at school now has arm out of the sling and it is as good as new.

THE PIPE PLANT has been moved into the new building in Sanford . . . The building is made of steel posts, rafters, and roof, with walls of concrete blocks and floor of concrete.

DIVISION SEVEN

CHARLES R. SMITH
Division Correspondent

HIGHWAY EMPLOYEES of Mecklenburg enjoyed a barbecued chicken dinner at their club house in Charlotte in February . . . About 95 members, wives and guests were there . . . *Johnny Bost* played the piano for some old-time singing of religious songs.

WELCOME to the new employees: *R. L. Boger, C. W. Furr, C. A. Frick, Henry W. Godfrey, John R. McKee, John R. Helms, Swain T. Moore, Julius G. Morton* and *Marshall R. Morton.*

THESE MEN have recently been reinstated: *H. C. Graham, D. W. Schenk, C. H. Heilig, James A. Tucker, James H. Allen, James C. Lee, Robert C. Glenn, Robert F. Austin, Herbert R. Sanders,* and *Cecil W. Parker.*

GOOD LUCK to those who recently resigned: *Travis Mabry, Charles J. Cashion, J. W. Isenhour, Spencer A. Irvin, Charles R. Barbee, R. R. McLelland, Charles Fletcher, Joseph C. Allen, Paige R. Johnson, Frank W. Westerlund,* and *Robert J. McEachern, Jr.*

"STARS AND STRIPES" . . . *Ed Eesridge* of equipment is now stationed at Fort Jackson . . . *Allen Irvin* and *Erson Whitener, Jr.*, of maintenance volunteered for a four-year hitch in the Marines . . . *Charles Barnette* has returned to maintenance after serving two years in the Army, most of the time spent in Korea.

EARL BRINKLEY invites all highway employees to come fish in his newly-acquired lakes in Paw Creek Township . . . His estate has two 11-acre lakes.

PRISON Superintendent *Boyd Ramsey* and his wife took an eight-day pleasure trip to Florida . . . They went down the east coast; spent two nights in Miami and returned home by the west coast . . They drove 1,800 miles!

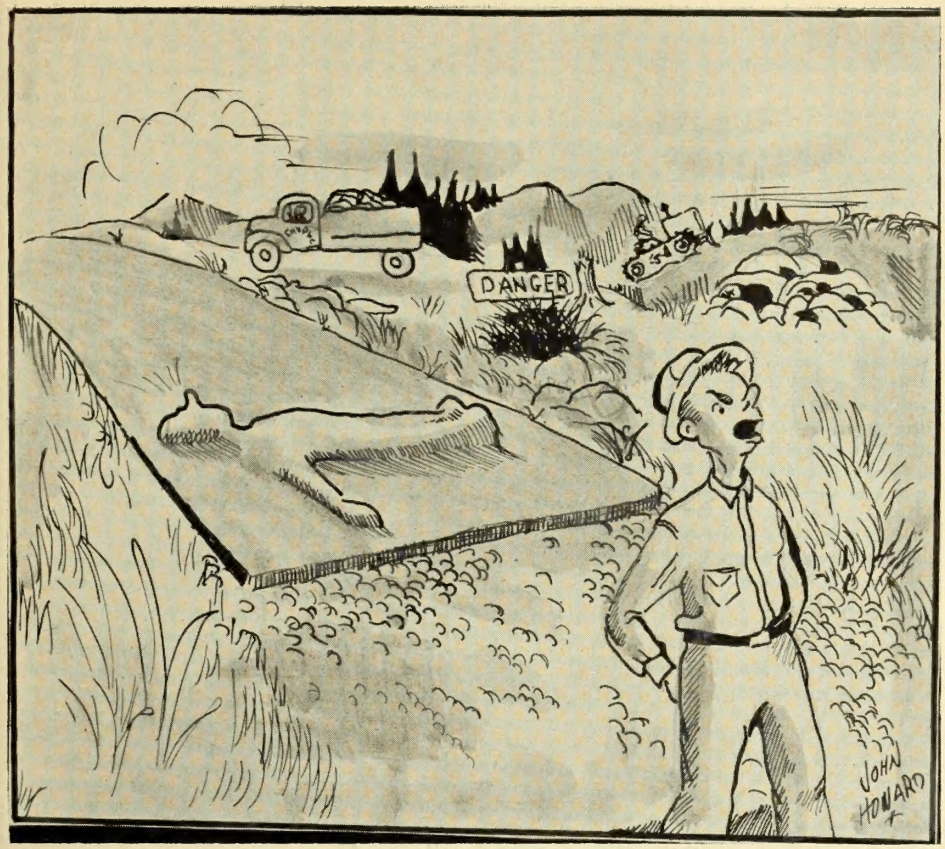
SECTION foreman *Frank Brown* of Cabarrus County took his family to Florida for a vacation.

VAN EUDY of Monroe spent his vacation at home—plowing.

MR. AND MRS. *Bill Pender* vacationed in Columbia, South Carolina . . . They visited his brother-in-law who is stationed at Fort Jackson.

THE FLU had its way with these folks: *R. L. Brown, George Hartsell, George Stillwell, Grier Alexander, Jim Dulin, Jeffrey Black* and *Hodge Pegram.*

ROY E. GARRISON, *Jack Biggers* and *L. M. Kelly* were also on the sick list . . *H. M. Godfrey, F. B. Ranson, Jr.*, and *Willis Tilson* were hospitalized but are getting along fine now.



"Hey, Mack! Will you help me find Joe? If he doesn't get busy, we never will get this paving done!"

JOHN FURR, Cabarrus County machine operator, and *L. A. Safrit*, mechanic, returned to work after being home sick.

GANG foreman *Karr Barrier* recently had a minor operation.

NEW CITIZENS . . . *Mr. and Mrs. Gum Shepeard* announce the birth of a son, Howell Douglas, February 18 . . . *Mr. and Mrs. Roy W. Horne* have a son, Bobby, who was born March 9 . . . *Mr. and Mrs. L. D. Marion* of Salisbury have a new son who was born at the Rowan Memorial Hospital . . . *Marion* is with the landscape department.

CONDOLENCES to *W. Stokes Gordon* in the passing of his wife . . . To *Alvin Glenn* and *Mrs. W. Amzie Fincher* in the death of their mother . . . *To Charlie G. Denson* in the death of his father . . . And to *M. C. Bolick* of the bridge maintenance department, in the death of his father.

GRIER ALEXANDER is sporting a new Buick.

JOE C. PHILLIPS sold his automobile and is on his feet again.

FOSTER DEESE of maintenance is all smiles since he redecorated his office at the Monroe truck shed.

THE T. F. ROYALLS spent a March week-end at the beach, Garden City.

GANG foreman *John Bost* and *C. H. Faggart* with section foreman *H. W. Love* went fishing at Santee-Cooper in South Carolina.

R. T. ROLLINS, *Joe Graham* and *George Morris* report a good catch from their fishing expedition on the Cape Fear River.

DIVISION EIGHT

JAMES H. COUNCILL
Division Correspondent

A DELICIOUS BARBECUE supper was enjoyed by the folks of the district two equipment department in March . . . About 150 employees and guests were on hand . . . Carl Bovender and Benny Phillips of Boonville attended . . . Carl is a former employee who retired from disabilities sustained in the Service . . . Benny, son of supervisory foreman and *Mrs. Grady Phillips*, was stricken with polio last summer . . . We're happy that he can now get around in a wheel chair.

CONGRATULATIONS to district mechanic *Turner Blackwood* and his men upon the completion of improvements to their shop which now has a neat, workman-like appearance.

PETE JUSTUS, *Burt Thompson* and *Jay Brookshire* were in a strut getting ready for the opening of the trout season on April 15.

SICK LIST . . . Road oil foreman *J. D. Thompson* of Thurmond had a minor operation but is now back at work . . . In March *Fred Hart, Jr.*, of Laurel Springs had the cast removed from his body . . . He'd worn a cast since last August when he was injured on the job . . . We hope he'll soon be able to work again.

SERVICE NEWS . . . *Bobby Blevins* of Warrensville and *Joe Simpson* of Mt. Airy have returned fom Korea and are now working with the road oil department . . . Road oil employee *R. F. McNeil* of Parsonville has been called in service . . . *Hugh Stewart*, son of the division engineer, flew to Seattle, Washington for duty in the Pacific.

A BABY GIRL, Jimmie Ann, was born to *Jean and Everett Cole* of Boone, March 12 . . . *Everett* is with the Army at Fort Jackson, South Carolina.

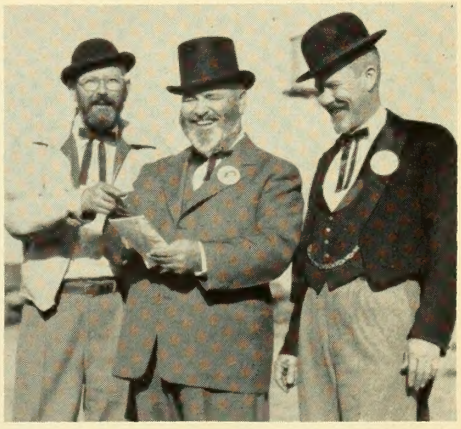
TWO MAINTENANCE employees—*C. C. Choate* of Alleghany County and *Fred Krider* of Ashe and Watauga Counties—retired April 1 . . . Both gentlemen rendered long and faithful service with the Maintenance Department . . . It is with regret that we lose their valued services, but we offer them our hearty congratulations and best wishes for many years of happy and fruitful service in retirement.

MR. AND MRS. *James W. Hartley* of Lenoir announce the birth March 14 of a daughter, Susan Elaine.

ROSS JONES of Jefferson who had been hospitalized at the Veterans Administration Hospital in Swannanoa since December is home now and should be back at work soon.

THESE MEN, with the dates, celebrated birthdays in March: *B. H. Beshears*, six; *T. M. Carter*, 31; *J. L. Kirby*, 17; *Blan*

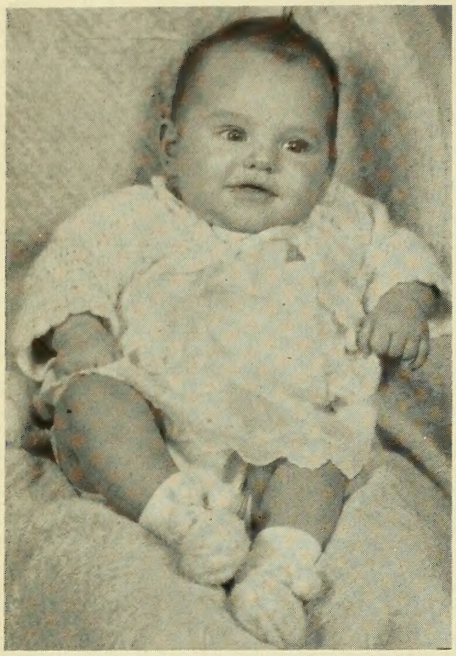
Celebration



These bearded gentlemen give evidence that some highway employees, along with other Rowan County residents, went all out in celebrating Rowan's Bi-Centennial in April.

From left, Bob Rollins, Lloyd Cooke, and Ed Lewis.

Tiny Tot



This is the three-month old daughter of Mr. and Mrs. Van B. Huggins of Transylvania County. Mr. Huggins is a mechanic with the equipment department.

Little, 13; *Sidney Swanson*, 12; and *J. T. Woodruff*, seven.

APRIL BIRTHDAYS were observed by these men: *Claud D. Baird*, four; *Jack Dale Caldwell*, 19; *B. C. Hunter*, 30; Supervisory foreman *F. W. McCracken*, one; *G. W. Pritchard*, 15; and *Lawrence E. Triplett*, seven.

DIVISION NINE

JEAN CLINE

Division Correspondent

CONGRATULATIONS to those receiving service awards . . . Thirty-year pins went to *Clayton Wright Constance*, *William Thurston Morris*, *Harry Gunther Oates*, *William Columbus Reep*, *William Robert Thompson*, *P. D. Miller* and *D. L. Rink* . . . *Eddie Joe Rector* and *John Robinson* earned 25-year pins . . . *Edward Daniel Boone*, *James Franklin Ormand*, and *Mrs. Lois Knox* won 20-year emblems . . . *Hoyle Benjamin Carpenter*, *James Arthur Henson*, *Joseph Franklin Laughridge*, and *Clyde G. Poston, Jr.*, received 15-year service awards . . . Ten years of service were completed by *John Boyd Bland*, *Worth Furman Bland*, *Roland Raymond Early*, *David Zero Mull*, *John Samuel Proctor*, and *Daniel Edgar Searcy* . . . Five years were chalked up by *George Bennett Baker*, *Dermont Richard Berry*, *Roy L. Bradshaw*, *Albert Leslie Branch*, *Charles William Browning*, *Harlan McKinley Clark*, *Fred Cline*, *Marion LeVern Davis*, *William Franklin Duckworth*, *L. C. Duncan*, *F. L. Edwards*, *John Falls, Jr.*, *Mays Harrill Flack*, *T. W. Gowan*, *W. T. Harbin*, *Weaver Woodrow Henson*, *Henry Samuel Huntsinger*, *Renzo Jones*, *Joseph Alexander Logan*, *Albert Woodrow Morris*, *Claude King McDaniel*, *Betty Lee Peeler*, *C. D. Phillips*, *Edison Thomas Pruitt*, *J. B. Riddle*, *James Lee Roach*, *Paul Alexander Shuping*, *Thomas Ernest Simmons*, *Horace D. Smith*, *Grady Lafayette Spratt*, *Willie Harold Walker*, *Charlie Glen West*, *R. D. West*, and *James Fred Williams*.

THE STORK made recent deliveries to *Mr. and Mrs. C. H. Watts* of Newton and to *Mr. and Mrs. L. L. Price* of Taylorsville . . . *Mr. and Mrs. Paul Cochran* of the equipment department have a son who was born March 4.

SICK LIST . . . *M. R. Ellis* was sick in the Shelby Hospital . . . *L. G. Albea* was sick in the Kings Mountain Hospital . . . *Avery Killian*, Catawba County foreman, was in the hospital with pneumonia . . . *E. H. Cline* of Newton was out several weeks due to surgery . . . *J. H. Westmoreland*, Iredell County section foreman, is recuperating from a February operation . . . District engineer *P. D. Miller* and maintenance supervisor *P. J. Corpening* were home sick a week . . . Mechanic *John Rollins* of the division shop went to the hospital March 22 . . . *R. E. Laidlaw* had a minor operation in April . . . *Gene Brooks* of the division office returned to work after a short illness . . . Everyone is looking forward to the return of division engineer *L. B. Peck* who was in Emory University Hospital, Georgia . . . Road oil employee *S. S. Reep* was out sick in March . . . Resident Engineer *P. L. Cantrell* of Statesville is out of the hospital after an operation.

P. W. STREET is a new employee in the stock room of the division shop.

HELEN GOINS of Shelby was married to Samuel M. Ellis of Newport News, Virginia, in Gaffney, South Carolina, February 7 . . . She is the daughter of Mrs. S. P. Whitesides . . . *Mr. Whitesides* is a mechanic in the division shop.

THE BILL ESKRIDGES are building a new home in Shelby . . . Bill is with the equipment department . . .Married last September, his wife is the former Annie Laurie King.

J. C. TILLEY vacationed in Jacksonville and Miami, Florida.

FRANK T. WAGNER, a former employee in 1950-'51, has returned from Army service to work in the Statesville office . . . He's a 1952 graduate of State College.

OUR SYMPATHY to district engineer *H. H. Weaver* in the loss of his sister, Mrs. D. W. Glosson, in March.

GLORIA ANNE WEAVER, daughter of *Mr. and Mrs. H. H. Weaver*. was listed as an honor roll student at the Woman's College . . . She's a sophomore.

MAINTENANCE foreman-supply man *V. B. Reavis* is the proud father of two winners . . . His daughter, Virginia, was the State 4-H Club winner in floor sanding in 1952 . . . Her older brother, Johnny Ray, was recently named a state champion in the 1952 production-marketing contest of the National Junior Vegetables

Winners

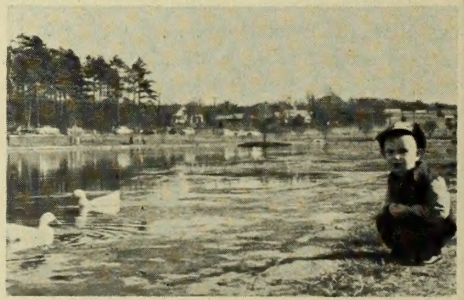


Here art the victors in the Morganton Basketball Tournament. These girls played on the Shelby Merchant's Team which won first place for the second straight year. There were ten teams in the tournament.

First girl on the left front row, is Marion Davis, a district one stenographer in the ninth division.

The second girl from the left on the back row is Maizie McKee, wife of Harry McKee, construction employee. Her brother, Allen Gray, is also a construction man.

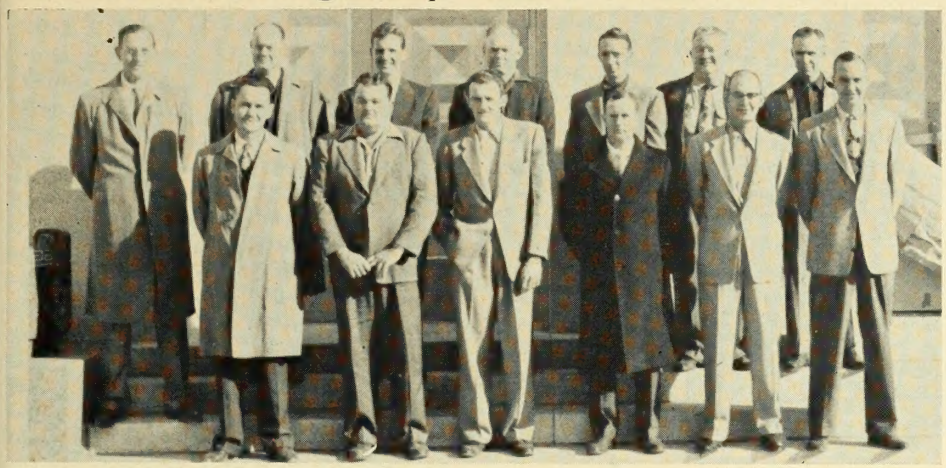
Troy Feeds Ducks



Three-year old Troy Petrea, son of Pete and Ann Petrea, of China Grove enjoys feeding the ducks that live in the Salisbury city lake.

His dad, Pete, is with the seventh division equipment department.

State's Highway Traffic Recorders



Recently Jim Burch called in from the field the traffic recorders of the Statistics and Planning Division for a meeting in Raleigh. These are the men with the "know-how" when it comes to recording the number of vehicles on the State's highways.

Front row, from left, are Herbert C. Turner, A. E. Allen, Jr., J. R. Screener, H. O. Jackson, C. R. Townsend, Jr., and L. V. Jay.

Second row, from left, are Jim Burch, Roy L. Bennison, Harvey C. Baker, Jr., Ben C. Scronce, Paul L. Plemmons, R. N. Brincefield, and Le Roy Edwards.

Growers Association, a 46-state competition . . . He won a share in the $6,000 A & P Food Stores scholarship fund.

C. C. HICKS and *Yates T. Martin* of Catawba County were recently added to the permanent payroll.

MANY employees are sporting NCSHEA license plates.

DIVISION TEN

DAN TURNER
Division Correspondent

AWARDS were presented for five years of service to *Charles W. Jones*, *M. M. Leatherwood*, *Ferd Moore*, *Hardie C. Morris* and *Glenn Stalcup* . . . Ten year awards went to *Hubert M. Collett* and *Horace Greeley Harper* . . . Fifteen years to *John Wesley Curtis*, 20 years to *Hubert G. Hill* and 30 years to *Grover C. Mauney* . . . Congratulations!

SPEEDY recovery to gang foreman *Roy Galloway* . . . To shovel operator *Ray Waldroup's* father . . . And to *Gus Higgins*.

MR. AND MRS. *Tom Watson* and son recently went to Laurel, Mississippi, to visit *Mr. Watson's* sister . . . *Tom* is a mechanic at Peachtree Garage.

BLOOD DONORS . . . Eight men of district three—*Glenn Hendrix*, *Garnett Moore*, *W. H. Thomasson*, *C. H. King*, *T. J. King*, *Harry L. Walton*, *Gudger Kirkland* and *Charles Griffith*—recently gave blood during the Red Cross drive.

NEWCOMERS . . . *Mr. and Mrs. Johnny Auberry* announce the birth of a daughter . . . *Mr. and Mrs. Roy Curtis* have a baby girl . . . *Johnny* is a truck driver and *Roy* is the son of *John Curtis*, blacksmith . . . *Plez Jones* of Mitchell County is a proud poppa since the birth of a new son.

YANCEY COUNTY foreman *Seth Honeycutt* took a brief vacation in Florida . . . Avery county supervisor *J. W. Ellis* is back from a short visit with his daughter and son-in-law in Philadelphia.

TOM GRIFFITH and *Charlie Miller* returned to work after several weeks of illness . . . *D. C. Boone* is back after an absence of several months due to a leg injury last October.

TOECANE RESIDENTS said "thank you" to Yancey and Mitchell County employees by serving them a delicious picnic lunch, March 18 . . . The food was home cooked and carried out to the new bridge across the Toe River to be served . . . Rumor has it that one fellow ate 12 pieces of pie, ranging from mincemeat to lemon chiffon . . . A good time was had by all . . . The Toecane folks expressed their appreciation in such a "filling way."

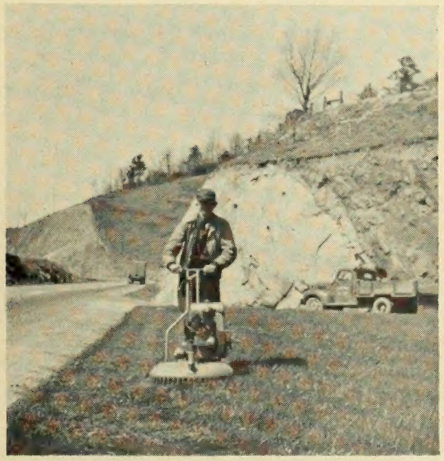
BIG HEARTS . . . Yancey County employees opened up their hearts as well as their pocketbooks to the happy but bewildered *Charles Phillips*, a temporary employee, who had a lot of sickness in his family . . . In January his wife and children were down with influenza so he stayed home to nurse . . . In February, he was sick himself and couldn't work . . . When *Phillips* returned to work in March, he found that his fellow employees had pitched in and made up from their own pay checks a sum comparable to his pay during that time . . . We're all glad to see him back on the job again.

GANG FOREMAN *George Pullium* of district three is proud to see his son, George, Jr., conducting morning and evening services at the First Baptist Church of Andrews until a new pastor arrives . . . George, Jr., is a ministerial student at Mars Hill and president of the college ministerial association and co-editor of the school annual.

SGT. PAUL R. McCLOUD, son of *Mr. and Mrs. Pashely McCloud* of Heaton, is back in the States after 18 months of duty in the Far East . . . Paul served seven months in Korea and holds the Bronze Star, the Korean and United Nations Service Ribbons and the Army of Occupation Medal for service in Japan . . . He's a graduate of Cranberry High in Elk Park and was engaged in farming before entering the service in 1951 . . . His father has been with the Commission for three years.

TWO NEW employees from Franklin are *Wymer E. Young* and *John A. Setser*.

Snappin' Turtle

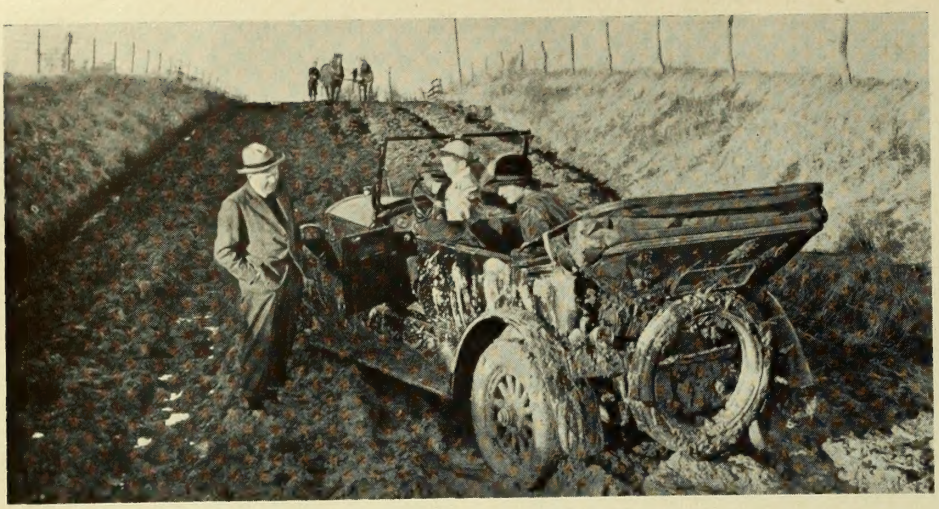


Zeb Walker shows the snappin' turtle in action on a grass plot on US 321 near Blowing Rock.

Old Road



This was a typical road in the Seventh Division before the State took over the County roads in 1931.

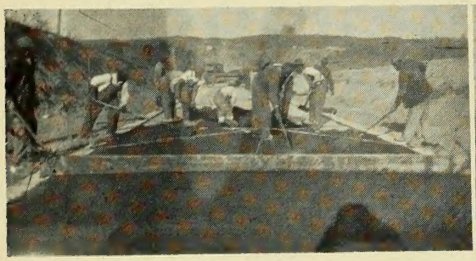


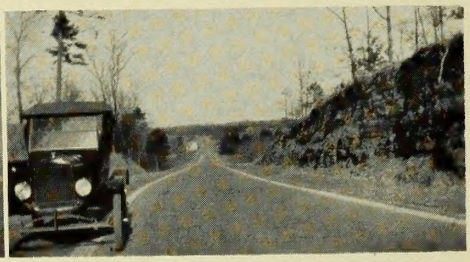
REMEMBER? It wasn't too long ago that this was a familiar sight. Old-timers will recall when the nation's roads were muddy quagmires and a day's drive was an adventure not to be undertaken lightly.

The two scenes below of the Raleigh-Durham highway in 1922 show North Carolina's answer to the national problem. This particular project consisted of five inches of portland cement concrete base with one foot headers and two inches of asphaltic concrete—the fine aggregate type, wearing surface. Many similar jobs were underway throughout the State at that time. Roads of this quality were virtually unknown throughout Dixie then.

As a result, North Carolina soon became known throughout the nation as "The Good Roads State." Engineers from many states and foreign countries flocked to North Carolina to study our road-building program.

Thanks to the engineering skill and long-range planning of the Highway Commission, North Carolina has come a long way in designing, building and maintaining adequate roads.





Cloverleaf

(Continued from page 2)

movement of high volumes of traffic—as part of an express highway development.

2. The need to eliminate traffic bottlenecks where existing intersection facilities are inadequate to properly handle rush hour traffic.

3. The nature and frequency of accidents at intersections of high-speed highways.

4. The effect of topography or terrain. (It may be that no other intersection design can be used.)

The American Association of State Highway Officials, composed of representative engineers from each state, advocates the elimination of all cross traffic at grade on the Interstate Highway System when the traffic volume is 3,000 or more vehicles per hour.

SASHO To Meet In Asheville

THE SOUTHEASTERN Association of State Highway Officials will hold its annual meeting in Asheville, September 30 through October 3, according to Chief Engineer W. H. Rogers, Jr., who is vice-president of SASHO.

Tenth Division Engineer W. M. Corkill will assist in making the arrangements in Asheville.

Some 600 people are expected to attend the sessions, representing the Carolinas, Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, Tennessee, Virginia, and West Virginia.

It is better to be able to appreciate things you cannot have than to have things you cannot appreciate.

Travelling Man Likes State's Road System

THE STATE HIGHWAY COMMISSION recently received the following letter from Mr. R. Lynn Trout, a Concord furniture salesman:

"I cannot refrain from expressing my sincere appreciation for the beautiful roadside parks that you are installing at various points in the State. Undoubtedly these points of relaxation are going to be a genuine pleasure to the motoring public, and out-of-State visitors are bound to be grateful and impressed. You seem to have done everything that would make these temporary stops most comfortable, and I am sure that they will be appreciated more and more as time goes on.

"In following my avocation as a salesman, I am greatly indebted to the State and your department for making my travels more efficient and comfortable. Over the years I have noted that the first snow flurry brings out the man with the scraper and the way is made clear for me to proceed almost uninterrupted. Let an obstruction develop, such as a fallen tree or a boulder, and it is removed. A hole appears in a bituminous surface; the necessary highway crew appears to fix that.

"When I pull up to the gasoline pump, the tax that I pay there concerns me least, if at all.

"I just want to thank you for making my road life more comfortable, more pleasant and more efficient."

Awards Presented

AT THE annual convention of the American Association of State Highway Officials in Kansas City, Missouri, last December, Robert A. Burch and William McCoy Corkill received the Twenty-Five Year Award of Merit.

This was the eighth presentation of the award by the AASHO.

Sound Advice

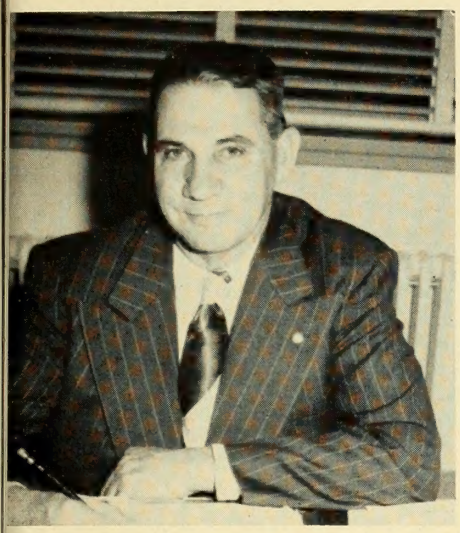
Rejoice in all the honors which come to those you know. That you know them makes you, in a sense, a partner in their fame; that you rejoice with them, brings you their friendship.

Wisdom is knowing what to do, skill is knowing how to do it, and virtue is doing it well.

Do unto others as though tomorrow you would be the others.

Ideas are funny little things. They won't work unless you do.

HONOR ROLL OF 30-YEAR HIGHWAY EMPLOYEES



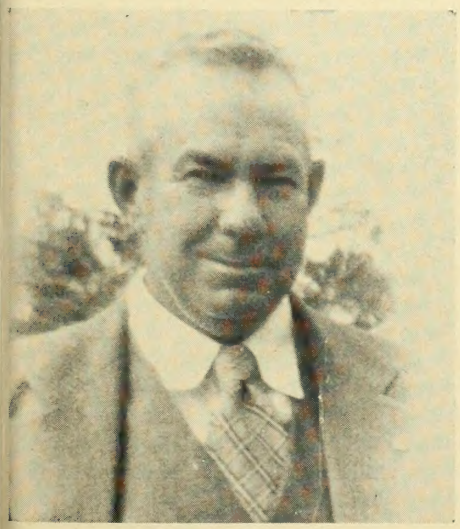
J. R. MARKHAM

SENIOR BRIDGE foreman J. R. Markham of Raleigh was born October 23, 1899, in Durham County. He was educated in the public schools of that county.

March 15, 1922, he started with the Raleigh equipment department at the old highway shop on the State Fairgrounds. In December, 1925, he went with the Bridge Maintenance Department. Since that time he has been foreman of supplies, equipment and materials. For seven months between 1922 and 1925, he left the Commission to help his father-in-law in a Durham grocery store.

Markham is a member of the Westover Methodist Church of Raleigh. He was married to the former Evie Addison. She died August 20, 1948.

He lists his hobby as growing flowers, especially roses. His pet likes are "movies, good food and working for the Bridge Maintenance Department."



LAWRENCE M. GIBBS

SECTION FOREMAN Lawrence Gibbs of Bayboro in the Second Division was only 18 when he started with the Commission 30 years ago in Pamlico County. His supervisor was C. F. Sapp. Since grading machines and drag pans were powered by mules, the week-end chore of tending the mules often fell to Gibbs.

In 1926, he married Ola Blanch. In his own words, "Our marriage was blessed with three children in the first seven years. I'm proud of our oldest boy—Lawrence, Jr.,—who's been with the Highway for seven years" The Gibbs' second son, 22-year old Furman, is an Air Force sergeant stationed in Alaska. Their youngest child, a 19-year old daughter, is Mrs. Belva Radcliff.

At home, Gibbs has always raised his own hogs and tended a vegetable garden and cow. He's a member of the Bayboro Methodist Church.

In summing up his 30 years of public service, Gibbs says, "I have always enjoyed my work and stayed with it even through the dark days of the Depression. I've been lucky as I've had many different engineers and supervisors and I've always liked them. I've found in years of work with the public that it's best not to promise any more than I know I can do."

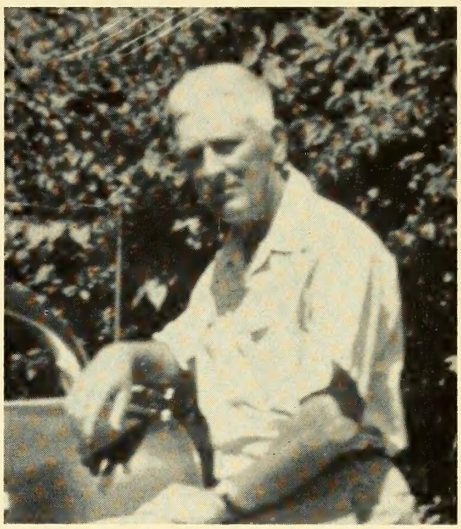
SIGN SUPERVISOR C. P. Reeves of the Tenth Division was born May 1, 1901, in Morristown, Tennessee.

Reeves was first employed by the equipment department as a shop mechanic on March 15, 1921. He worked in the shop till July, 1940, when he was transferred to the maintenance department. Four years later he was promoted to gang foreman with the Sign Department. Several years later he was upped to sign supervisor.

Reeves was educated in the Asheville elementary and high schools. He is married to the former Helen Trantham. They have two grown married daughters: Mrs. Mary Janice Byrd and Mrs. Betty Ann Roland.

The Reeves' live at 309 Summit Street in Biltmore and attend the Presbyterian Church.

Supervisor Reeves spends most of his spare time bass fishing. Come fall, he's off to the woods to hunt.



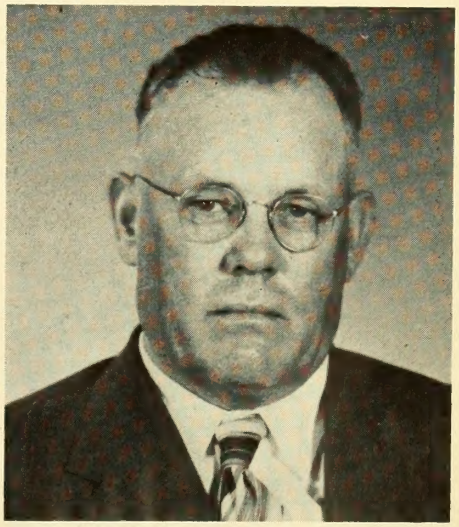
C. P. REEVES

SECTION FOREMAN Junious Massenburg King of Roanoke Rapids in the First Division likes to raise cattle and do repair work around his home when he's off the job.

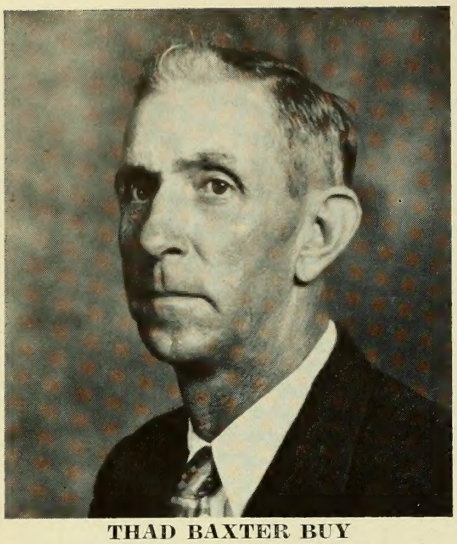
King was born 55 years ago in Brunswick County, Virginia. He received his early education in the county schools.

He is married to the former Blanche Rook. They are members of the New Hope Methodist Church.

His highway service dates from August 1, 1921. The first three years he worked in Gates, Chowan and Currituck counties at road machine work. In 1924, he was placed in charge of a section in Halifax and Northampton counties. He has maintained that section ever since. C. W. Lewis has been his supervisor during most of this time.



J. M. KING



THAD BAXTER BUY

GANG FOREMAN Thad Baxter Guy of the Ninth Division was born November 21, 1897, Haywood County. Today he lives on Route No. 4, Marion.

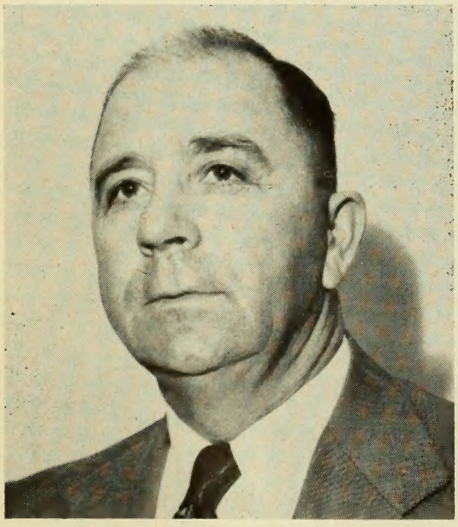
Guy was educated in the public schools of Haywood County.

His first work with the Commission 30 years ago was on the Rock Quarry near Canton. "I did various kinds of work, mostly on construction and bridges. In 1936, I helped set up the Woodlawn Quarry. My present work is gang foreman."

His wife's name is Ola Elizabeth. They have four children: Mrs. Lucilla Burnette, Ted (who's in the Navy), Bruce and Ronnie. The Guy's are members of the Clear Creek Baptist Church of Pleasant Gardens.

SECTION FOREMAN Guy Rupert Smith of the Ninth Division was born June 12, 1900, in Connelly Springs.

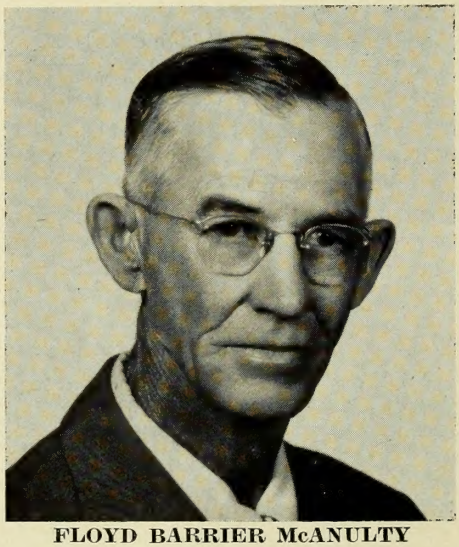
The day after his 21st birthday, Smith came with the Commission as a truck driver under S. B. Brinkley. Four months later Smith was promoted to section foreman on old No. 10 Highway (now US 70) from Morganton to Hickory. At present he is patch foreman on all surfaced roads in Burke County.



GUY RUPERT SMITH

His wife's name is Parilee. They have three sons: Ray, Douglas, Joe; and a daughter, Naomi. Smith is vice-president of the Burke County Polio Parents' Club. His outside interests are gardening, hunting and religious work.

In his words, "I was Sunday School superintendent of the Connelly Springs Baptist Church for 18 years and of the Oak Ridge Church for five years. At present, I am chairman of the Board of Deacons, President of Brotherhood, teacher of the young people's class, sponsor of the young people's Training Union and superintendent of the South Mountain Association."



FLOYD BARRIER McANULTY

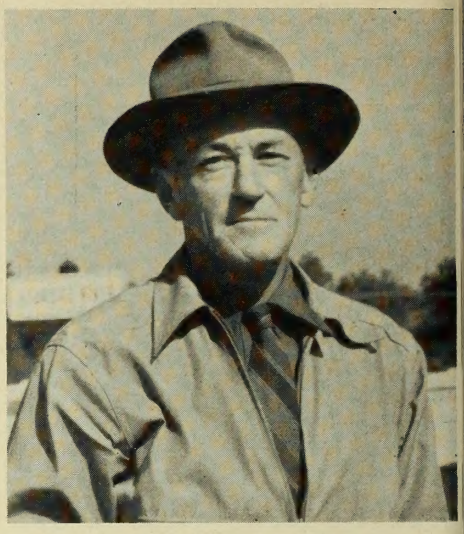
GANG FOREMAN Floyd Barrier McAnulty of the Seventh Division began his highway service July 20, 1921, in command labor. Ten months later he was promoted to section foreman. In 1932, he was made gang foreman. Since May of 1948, he has been in charge of a rock crusher.

McAnulty was born December 16, 1892, in Cabarrus County. He completed the ninth grade in school. His wife is the former Rhoda Hyman. They have three boys and a girl: 33-year old Zeb, 30-year old Sarah, 27-year old John, and 20-year old Joe. The McAnulty's are members of the Central Methodist Church.

In his spare time, McAnulty fishes and gardens. He's a member of the American Legion and the Veterans of Foreign Wars.

The McAnulty's live at 115 North Seventh Street in Albemarle.

SENIOR RESIDENT engineer William Angus McNeill of Shelby recalls, "When I started with the Commission as an instrumentman in Waynesville under Wythe M. Peyton in 1921, there was no pavement west of Asheville, only trails.



WILLIAM A. McNEILL

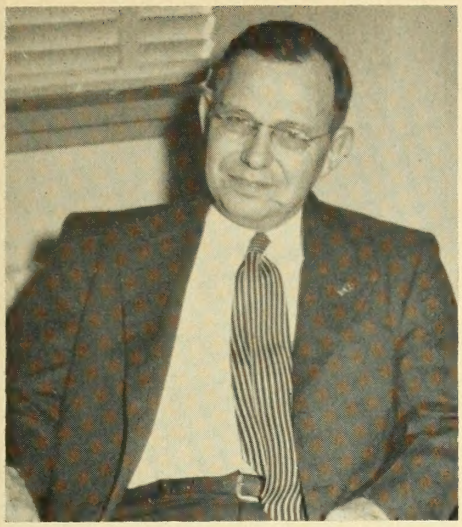
"There was an old man by the name of Wyggle who was the inspector at Willets, a little village between Waynesville and Sylva. The road was so bad that the resident engineer hadn't seen Wyggle in a week. One day the R. E. received a telegram from him: 'Come to Willets. H..... to pay.' We rushed to Willets and found the old man in bed, very sick with pneumonia. We put him on the train and sent him to the hospital in Waynesville where he recovered.

"Several years later Ed Kemper, Byron Marsh and I drove from Franklin to Hayesville. In fording Buck Creek, we drowned out our Model T. Ed, being our superior, steered the car while Marsh and I stripped off our clothes, jumped in the icy stream and pushed Ed and the car to dry land."

McNeill was born May 25, 1898, in Americus, Georgia. He's a 1919 graduate of Georgia Tech. In 1922, he was married to Mary Elizabeth Kaveney of Knoxville, Tennessee.

The following years saw his transfer to Murphy, back to Franklin, Asheville, West Jefferson, Marion (US 221), Morganton (US 64), Rutherfordton and finally to Shelby in 1939 as senior resident right-of-way engineer. In 1948, he became senior resident engineer of construction. Among the projects he supervised were the construction of the Lawndale Bridge, the Boiling Springs Bridge and the resurfacing of US 74 from Shelby to Mooresboro.

McNeill is a steward of Shelby's Central Methodist Church and has been the assistant scoutmaster of Shelby's Troop Five for many years. He's a Rotarian and member of the N. C. Society of Engineers.



C. S. BIGGS

C. S. BIGGS, Accounting Clerk IV, of the Bridge Maintenance Department, started with the field bridge repair force August 22, 1922. As he says, "J. P. Beach was my foreman. I was with this crew about 18 months and then I was made repair foreman. I still remember how sore my hands and back were after working ten hours a day using an eight pound hammer. After six months I was advanced to supply foreman and located in Raleigh. Two years later I was transferred to the Raleigh office as accounting clerk. My entire 30 years has been spent in the same department. I have always worked under every Bridge Maintenance Engineer."

His formal education included graduation from Christ School in Arden and from Valparaiso University, Indiana where he took school accounting.

Biggs was born March 16, 1897, in Williamston. His wife is the former Mary Elizabeth Stephenson. They live at 1829 White Oak Road, Raleigh. They are members of St. Saviour's Episcopal Church. He's the church treasurer.

During World War I, he was in the Marines for a year. Biggs is a member of the American Legion and the 40 & 8. In 1947, he served as Chef de Gare, Voiture 620, Raleigh.

Accountant Biggs enjoys bird hunting and fishing (both fresh and salt water).

MAINTENANCE SUPERVISOR Robert Hardwick McClure of Madison County lives in Walnut.

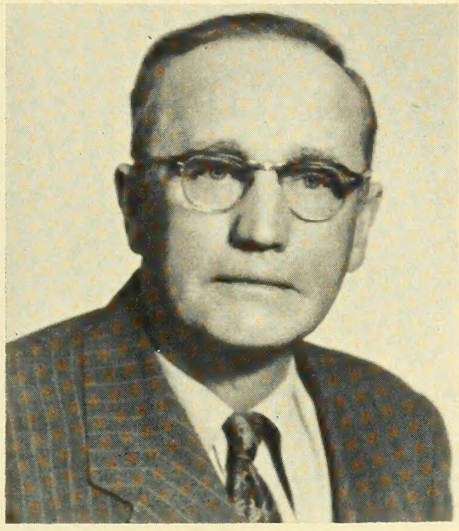
In looking back he says, "When I started with the State in June, 1921, there were no paved roads in Madison County. We used horses to pull scraping machines. I've seen a great improvement in building roads, mostly due to the types of machinery used.

"First, I wondered what I could do to keep busy, but a few days work changed that. Then it was which job or jobs is the most important and should come first.

"I have enjoyed my work very much, regardless of the hours spent pushing snow and sanding icy roads at all hours of the day and night. No one ever had a more cooperative group of superiors or fellow workers than I.

"In order to attract and hold young efficient men in the field and office it is to the interest of every taxpayer and highway employee to keep wages on an equal basis with other types of employment. The Retirement Act should be made more attractive so that our men will continue in State service and give the taxpayer the benefit of their experience in road building and maintenance."

His wife is the former Epps Roena Hawes. They were married in Fall



ROBERT H. McCLURE

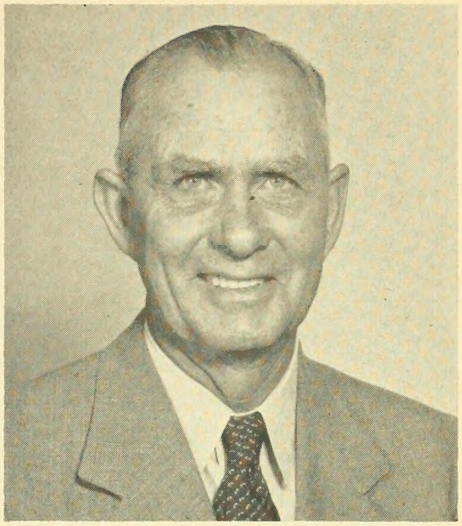
Branch, Tennessee, in 1928. Their son, Bob, is a State College student.

In his leisure, McClure has three interests: Farming (burley tobacco), cattle raising, and bird hunting with his son. He claims that his famous dog, "Queen" is the community dog for pheasants.

He attended Walnut High and graduated from Bell Institute in 1911. A World War I veteran, McClure is a member of the American Legion, Masons, and the Wildlife Club. The McClures are Methodists.

DISTRICT III Engineer Blount Whiteside of Clinton was born in Loff, Texas. He is a graduate of Texas A. & M. College.

In 1921, he came with the Commission under Engineer R. E. Snowden at Kinston. Prior to his employment by North Carolina, he was connected with the Mississippi River Commission at Memphis, Tennessee. Today he is responsible for the road work in Cumberland and Sampson Counties in the Third Division.



BLOUNT WHITESIDE

His wife's name is Emma. They were married in New Bern. They have one son, Blount.

Whiteside is a Rotarian.

BEFORE COMING with the State in 1921, Victor Franklin Johnson of Burgaw worked with the Pender County roads for a few years.

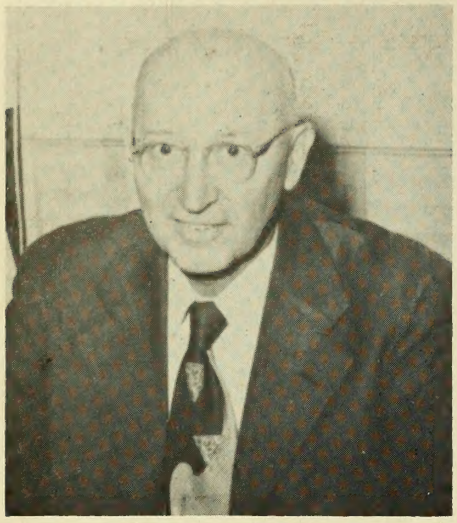
He started with the Commission as a section foreman and still is one. He's proud that he won the first State board prize ever given in the southeastern section of the State.

Johnson, son of Mary Elizabeth Eakins and Luther Franklin Johnson, was born in Columbia township, Pender County. He attended the Atkinson grammar school.

He was married to Julia Merritt January 5, 1913. They are members of the Atkinson Presbyterian Church. The Johnsons have three children: Mrs. Hazel Johnson Henry, Rex Malcom Johnson and Victor Franklin Johnson, Jr.



V. F. JOHNSON



JOHN DANIEL MILLER

ASSISTANT first division engineer John Daniel Miller started with the Commission May 1, 1922, as a concrete inspector at Robersonville. The late J. C. Gardner was the district engineer then. Six months later, Miller transferred to Ayden to be resident engineer on the concrete paving from Ayden to Grifton, Greenville to Bethel and Greenville to Washington. In 1925, he moved to Rocky Mount as resident engineer on the paving from there to Halifax. Two years later he was made a construction engineer and in 1929 he was promoted to his present job. The division office was in Tarboro then. In 1945 he moved to Ahoskie when the division office was moved there.

Miller was born in New London. He is one of 12 children, eight boys and four girls (all living except one boy), of Mr. and Mrs. J. M. Miller of Stanly County. One of his brothers, P. D. Miller, is a district engineer in the Ninth Division.

Miller attended Mars Hill one year and graduated in 1916 with a Civil Engineering degree from State College. Two of his classmates were Bill Rogers and M. E. Beatty.

In 1918, he married Edna Hilker of Raleigh. They have two children: Carl Miller of Elizabeth City and Dorothy (Mrs. R. S.) Bryan of Windsor; and one grandchild, Patricia Miller.

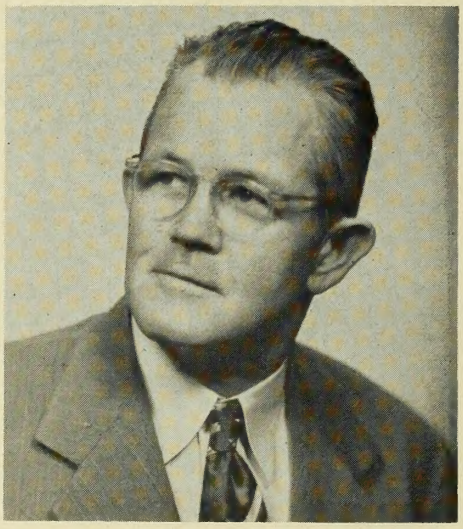
Miller is a Baptist. He's a member of the NCSHEA and N. C. Society of Engineers.

RESIDENT ENGINEER Joe B. Cutchin of New Bern began work with the late J. C. Gardner at Greenville in 1921, as a reinforced concrete inspector. Next he inspected bridges and handled various grading and paving projects in the northeastern part of the State. In 1929, he was transferred for a year to High Point on bridge and paving jobs.

With the collapse of the old Roanoke Rapids bridge in 1930, he was moved back as engineer inspector on the new bridge project. In 1931, he went to Rocky Mount on construction. For a while, he was loaned to the bridge department. In 1936, he was placed in charge of reconditioning and rebuilding by force account 125 miles of surface treated roads. He recalls:

"This was an interesting job. We established a soil laboratory, secured and tested samples on failed roadbed. Then we had to locate local material pits to get the proper material. The pit material was hauled, placed and mixed with the road material and reshaped. To keep the reconditioning work ahead of the resurfacing crew, we used artificial traffic to secure compaction. We used additional truck drivers and had the hauling trucks driven over the road all night."

Next he was district engineer on maintenance in several eastern Carolina



JOE B. CUTCHIN

counties. Then he was in charge of the Neuse River bridge project at New Bern. Right now he's resident engineer on the new bridge over Bogue Sound between Morehead City and Atlantic Beach.

Cutchin was born September 10, 1893, in Greensboro, son of Louise and Walter Cutchin. He was graduated from Norwood High School in 1914, and attended the University for one year. In 1918, he was married to Minnie Curran in Badin. They are Methodists, and have two daughters: Mrs. Frances Sandy of Lumberton and Mrs. Lucille Winton of Bamburg, Germany. The Cutchins have five grandchildren.

Cutchin is a Rotarian, W. O. W. and a member of the N. C. Society of Engineers and the East Carolina Engineers Club.

MOTOR GRADER operator Charlie Lee Greene of the Tenth Division has given 30 years of loyal service to the Highway



CHARLIE LEE GREENE

Commission. As he says, "I was a truck driver for 14 years, then a gang foreman for six more years. The last ten years I've been a grader operator."

Greene was born in Green's Creek, Jackson County, July 10, 1895. He was educated in the local school.

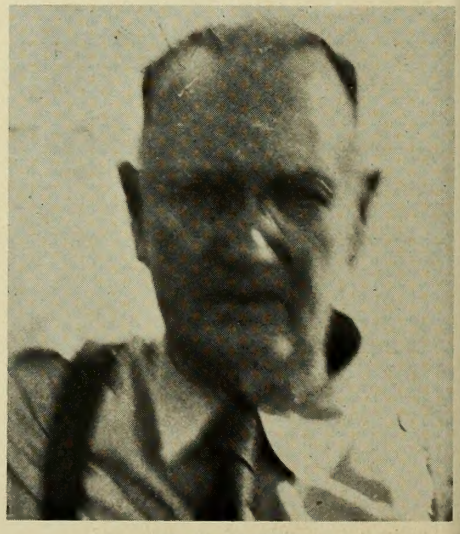
He and his wife, Mary Jane, have seven children. They're Baptists. The Greenes live on Route No. 2, Brevard.

A true outdoorsman, Greene enjoys fishing and hunting.

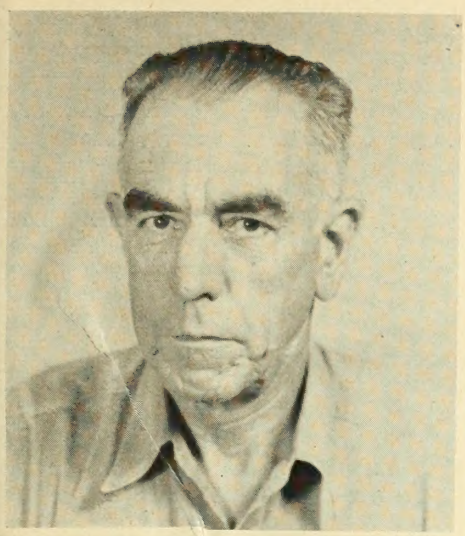
KITCHEN SUPERVISOR N. L. Smith of Central Prison was born December 30, 1886, in Wake County. His present address is 835 West Morgan Street, Raleigh.

Smith's prison service dates from August 1, 1906. However, for 13 years he worked for contractors. He roomed and boarded at Central Prison and supervised the prisoners. In January, 1943, he began full-time guarding of prisoners. In 1946, he was promoted to kitchen supervisor.

Smith is a bachelor.



N. L. SMITH



CLAUDE W. RINK

SENIOR BRIDGE foreman Claude W. Rink of Hickory began highway work in 1920 under O. F. "Captain Jack" Yount in Orange County. One of his first projects was work on the highway office building in Raleigh. As he says, "I then went back to bridge maintenance work and worked from Roanoke Rapids to Murphy."

In 1926, he was promoted to bridge foreman and supervised construction of the Avery prison camp in 1937. Since 1932, he has worked in both the ninth and tenth divisions. In 1942, he built Long Shoals Bridge on NC 280 across the French Broad River near Asheville. He recalls, "I have worked under bridge superintendent F. S. Yount. Since 1922, my service has been continuous with the bridge maintenance department. We have built many permanent bridges under the bond program in the Tenth Division.

Rink went to a one-room school in Alexander County until he was 12; then he moved to Catawba County where he finished the seventh grade.

His wife is the former Virgie Sigmon. They are members the Mt. Olive Lutheran Church of Hickory and have four children: Wilma, Malcolm, Erlene and Berlene (twins.)

He enjoys fishing and hunting. In the past, he's bagged several six to eight point bucks in Macon County.

His son—Sgt. Claude Malcolm Kink—is with the Army's 26th Infantry Regiment in Germany.

BRIDGE SUBFOREMAN Ransom Earl Bowman of Leicester has worked his entire 30 years under the direction of bridge superintendent F. S. Yount.

Bowman recalls, "I started with the State March 15, 1923, with J. P. Beach in bridge maintenance department in Catawba County as a laborer. Then I was a truck driver for several years. Then I was with Jack Gunter, Ed Biddix and P. H. Clay. I was promoted to subforeman in 1936. I helped run all tests on the Pee Dee River bridge at Albemarle before the Army took over."

Bowman was born December 5, 1903, in Taylorsville. He was educated in the public schools of Alexander county. His wife is the former Christine Simmons. They are Lutherans and have four children: Billy, Harold, Jeannet, and Nancy. He's holding his only grandchild, Robert Bowman.

His outside interests are gardening and hunting.



RANSOM E. BOWMAN

GANG FOREMAN Julius J. Miller of the Eighth Division started April 1, 1921 as floating foreman in eight different counties: Stokes, Surry, Yadkin, Alleghany, Wilkes, Ashe, Caldwell and Burke. After years of this work, he went with the road oil department for one year. In 27, he was made section foreman in Surry County, In 1951, he was assigned to his present job. During the years, he has done fine work and served under C. S. Crier, U. L. Fisher, J. F. Bivins, H. E. Kintz, and J. E. Doughton.

Miller was born April 11, 1903, in Surry County. He completed grammar school and Beams School in Stuart's Creek Township. His wife's name is Addie Elizabeth. They are justly proud of their two children: Frank and Iris Myrtle. After two years at State College, Frank was inducted in the Navy and stationed in Korea. Iris Myrtle is a student at the Woman's College.

The Millers live in Mt. Airy and are members of the Zion Methodist Church.

Truck farming, gardening, fishing and reading take up Miller's spare time.



JULIUS J. MILLER

ELDER EUGENE HEATH of Castle Hayne started with the Commission in Columbus County in June, 1921. His supervisors were T. T. Betts and W. F. Morson.

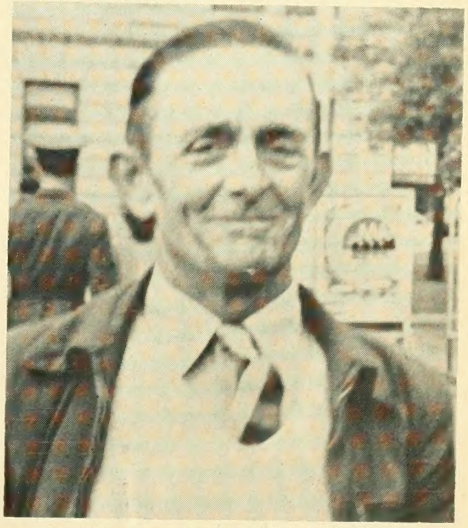
As Heath recalls, "My first working equipment was horse and cart. Later I was given an F. W. D. Army truck from Fort Bragg. My helper was A. Q. Dew who is now section foreman of 74-76 in the Third Division.

"In 1923, I was transferred from Columbus to New Hanover County to take over the hard surface work. Today my supervisors are R. V. Biberstein and A. K. Mallard."

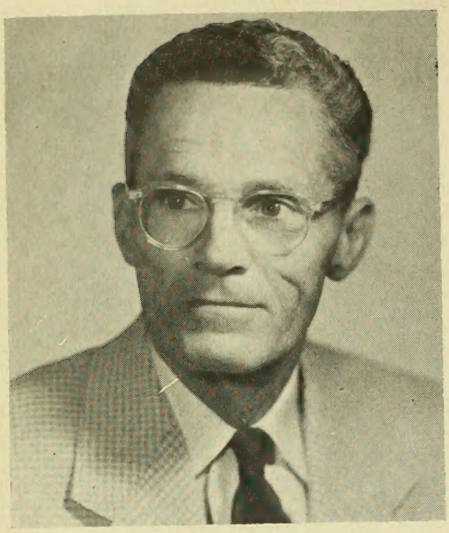
Heath is a section foreman in the Third Division.

November 11, 1944, he was married to Lucy Alma Dew, in the Hallsboro Baptist Church. They are members of the McClure Memorial Presbyterian Church.

He attended the Hemingway High School of Wilmington. In season, he enjoys hunting and fishing.



ELDER EUGENE HEATH



PETE JUSTUS

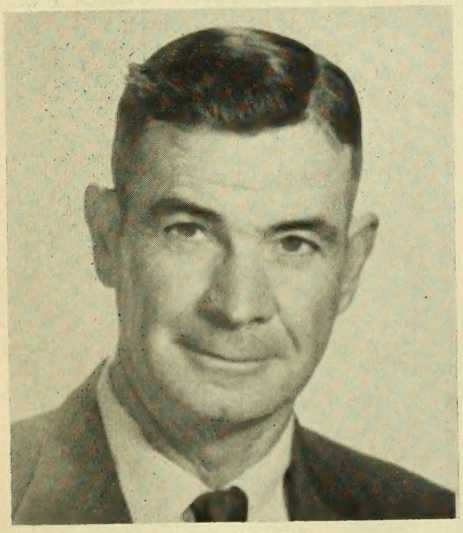
ALBERT GASTON ("Pete") Justus has been in maintenance supervision in the Eighth Division since 1931. He was on location and construction survey parties in the Ninth Division from 1921 to 1931.

Justus was born July 30, 1893, in Hendersonville. Educated in the public schools of Buncombe County, he later took an International Correspondence Schools course.

His wife is the former Frances Virginia Pearre. They live at 201 South Olive Avenue in Lenoir. They are Methodists and have a 20-year old son, William G. Justus.

In his spare time, Justus putters in his flower garden. His specialty is the raising of iris, roses and glads. Summers, he enjoys fishing.

Justus is a member of the N. C. Society of Engineers and the American Legion.



R. D. WEBB

IN SUMMING UP his 30 years with the Commission, Construction Foreman R. D. Webb of the Sixth Division says, "I have enjoyed working with the Highway Commission—including all the supervisors, district and division engineers. In winter, I especially like to clear snow off the highways."

R. D. Webb was born March 31, 1901, in Wadeville. He is the son of James and Beulah Webb.

April 7, 1922, he started work with the Commission at West End. He worked four months with section foreman Clay Lilly and then he went with G. L. Thornburg, extra force foreman. When Thornburg was given a section, Webb was made extra force foreman under E. E. Hunsucker. Next Webb was moved to Randolph County under supervisor E. O. Russell. Upon Russell's retirement, Webb worked as a section foreman under Dexter Hough. His present supervisor is W. A. Carter.

May 10, 1927, Webb was married to Edith Hurley in Bennettsville, South Carolina. They have two children: Bobbie Eddith and David Mack. The Webbs are members of the Christian Church.

After working hours, Webb likes to hunt and paint.



W. N. SPRUILL

THE FIRST DIVISION Engineer, W. N. Spruill, started in 1921 as a rodman on construction of US 301 between Rocky Mount and Whitakers. The next year he was reclassified as inspector and inspected the paving of US 64 between Rocky Mount and Tarboro. The following year he became an instrumentman and worked on the paving of US 64 between Nashville and Franklin County line. In 1924, he was promoted to resident engineer and assigned a grading project between Nashville and Castalia. He worked on various grading, paving and structure projects in Perquimans, Nash, Edgecombe and Halifax counties till 1931 when he was promoted to district engineer. He was responsible for road work in Pitt, Greene, Wilson and part of Edgecombe counties.

In 1937, Spruill was promoted to assistant second division engineer under S. M. Gibbs. Upon the death of Gibbs, Spruill was promoted to Second Division Engineer. In 1949, he was transferred to the Frst Division as Division Engineer.

William N. Spruill is the son of Mr. and Mrs. R. H. Sprull. He was born April 12, 1899, in Tyrrell County. He attended N. C. State College for a year and a half. January 12, 1921, Spruill was married to Anna May MacRae. They have one daughter: Betty Lee Speight.

Spruill is an elder in the Presbyterian Church, a Rotarian, and a member of the North Carolina Society of Engineers.

His favorite recreations are golfing and quail hunting.

RESIDENT ENGINEER Edward S. Peabody of Weldon in his 30 years of highway work has lived in 16 different places and some of these as many as three times.

He started work as an instrumentman at Durham in the old Second Division under division engineer J. D. Waldrop in 1920. He was promoted to resident engineer a year later. He left the Highway Department for a year and returned in 1923 as assistant resident engineer under J. C. Gardner. In the past he has been a maintenance supervisor and district engineer.

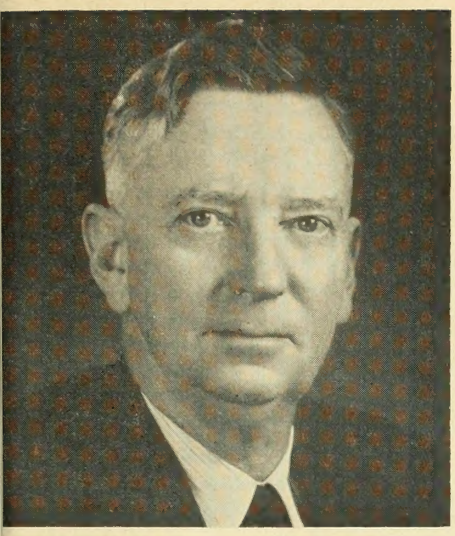
Though born December 14, 1895, in Albert Lea, Minnesota, Peabody was educated in Florida schools; he's a graduate of Hillsborough High in Tampa and the University of Florida in Gainesville.

He was married to Ethel Willey of Gates County April 16, 1921, in Norfolk. They are members of the Grace Episcopal Church of Weldon. Their oldest son, Edward S. Peabody, Jr., is an engineer in Norfolk. The youngest, William F. (Corky), is a State College student.

Peabody is a York Rite Mason and formerly belonged to the Rotary Club.



EDWARDS S. PEABODY



EDWARD L. KEMPER

ASSISTANT NINTH DIVISION engineer Edward L. Kemper was born September 15, 1895, in Alexandria, Virginia. He was educated in the public schools of Washington, D. C. From 1913 to 1917, he was employed in the engineering department of the Southern Railway. From 1917 to 1919, he was a sergeant with the U.S. Army in France.

His highway service dates from August 1, 1919, as an instrumentman. For five years, he was resident engineer in the old ninth district in Asheville. From 1925 to 1927, he was ninth district construction engineer. The next two years he was with the Dixie Culvert and Metal Company. He returned to highway work and was office engineer of the fifth division in Asheville from 1931 to 1937. That year he was promoted to his present position in Shelby.

His wife is the former Martha Barrett. They are Episcopalians. Their oldest son, Edward Hudson Kemper, is married, has two children and lives in California. Their daughter, Clara Leigh Jones, is also married, has one child and lives in Knoxville, Tennessee. The youngest Kemper, Richard, is a 1952 graduate of State College and now an Air Force Lieutenant.

Baseball is Kemper's favorite sport, but his grandchildren are his chief interest. He's a member of the Shelby Kiwanis Club (he was president in 1942) and the N. C. Society of Engineers.

SHOP FOREMAN Thomas Roy (Buck) Buchanan of the Raleigh Equipment Dept was born November 4, 1902, in Corinth, Chatham County.

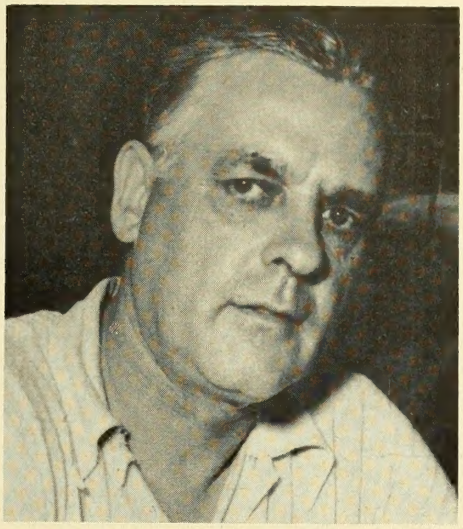
"In July, 1921, I began work with the Highway Department as an automobile mechanic. I have been with the Equipment Department for the last 30 years.

"I'll never forget those early days when there were lots of Model T Fords and plenty of muddy, dirt roads. That's all history now."

Today Buck Buchanan is in charge of the repair of light trucks and cars.

His wife's name is Ruby. They have one daughter, Betsy, who is grown and married. The Buchanans are Methodists. They live at 3507 Neil Street in Raleigh.

He relaxes by hunting and fishing.



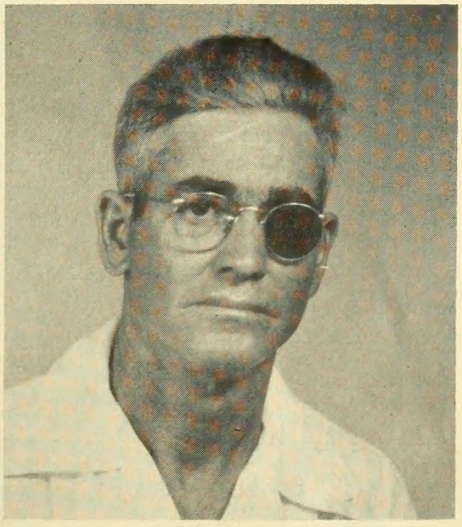
THOMAS ROY BUCHANAN

SECTION FOREMAN Marshall A. Smith of the Seventh Division was born August 30, 1903, in Scotland County near Gibson. He attended the county school.

"March 12, 1922, I started work with the Commission in the old Sixth District under District Engineer J. B. Pridgen. W. L. Smith and C. E. Langley were the supervisors. I worked in Anson, Richmond and Scotland counties on all types of maintenance. I then worked exclusively in Anson County of old Division D, District Five. In 1931, I was moved to my present location in District One of the Seventh."

Smith and his wife, Ethel, attend the Methodist Church. They have three daughters: 22-year old Margaret, 20-year old Betty and 17-year old Frances.

Gardening and fishing are his off-the-job interests.



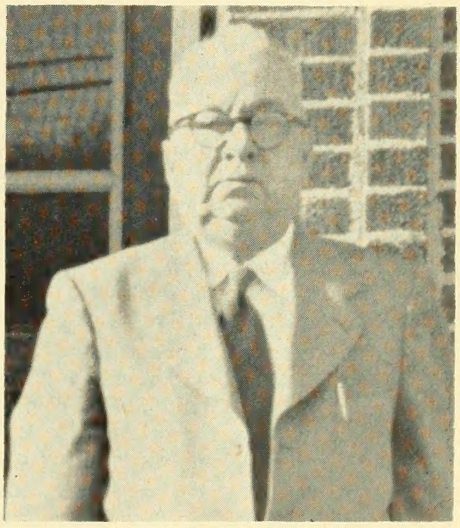
MARSHALL A. SMITH

THE FIFTH DIVISION Equipment Superintendent—David Baxter Thomas—was born November 24, 1896, in Chatham County. He is the son of Sallie Stedman and Aaron Fred Thomas.

Young Thomas attended Chatham County grade and high schools. During World War I, he served in the Navy. In 1920, he attended Sweeny Auto School, Kansas City, Missouri.

He was employed by the Commission July 17, 1921, as a mechanic at the central shops in Raleigh. In 1922, he was transferred to equipment inspector and travelled over the entire State inspecting equipment. In January, 1926, he was moved to Durham as district mechanic.

In 1931, he was transferred to Greensboro as division mechanic in the old "C" Division. In 1937 when the State was divided into ten divisions, Thomas was retained in Greensboro as Fifth Division Mechanic.

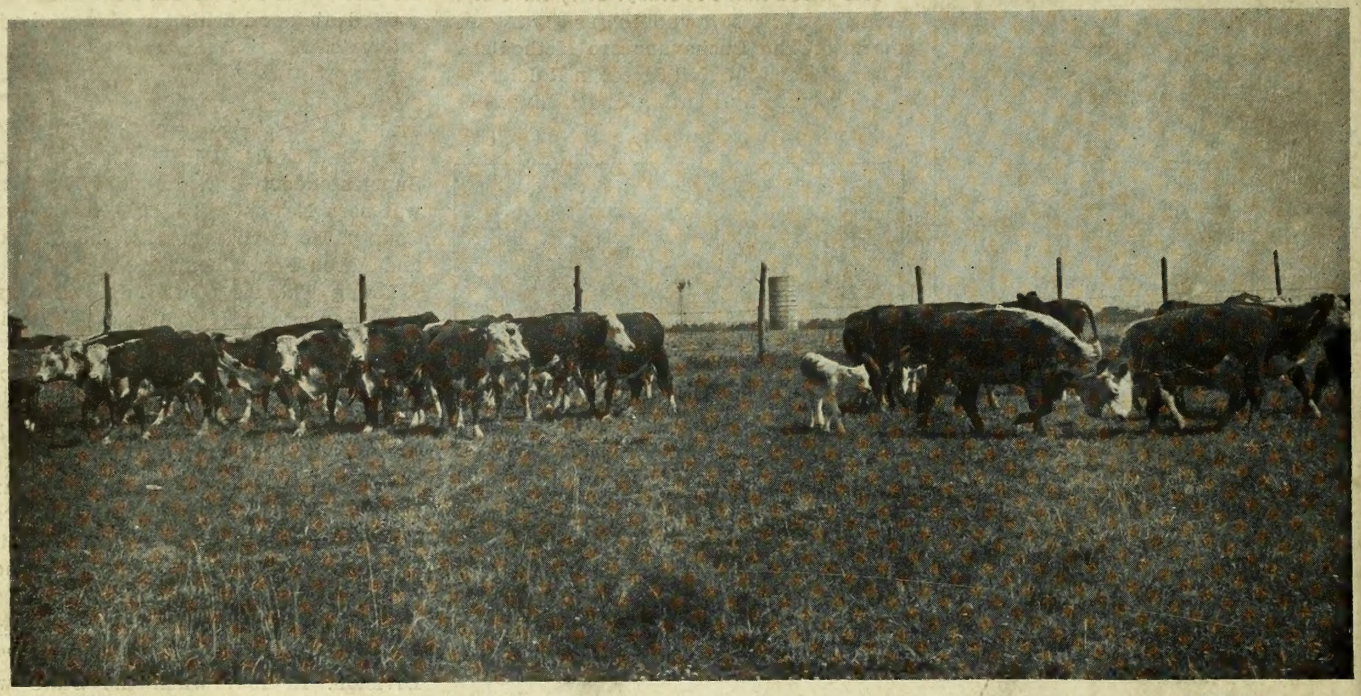


DAVID BAXTER THOMAS

Thomas was married November 27, 1927, to Nancy Lanius in Durham. They have two daughters: Nancy Stedman and Mary Jane. The Thomases are members of the Presbyterian Church of the Covenant in Greensboro.

Thomas is a member of the Raleigh Lodge No. 500 A. F. & A. M. and the Veterans of Foreign Wars. Off the job, he enjoys hunting, fishing and baseball.

Prison Farm Operations Accelerated



Bill Mingis

BEEF ON THE HOOF—hereford cattle—roam the lush pasturelands of Caledonia prison camp in Northampton County. They are part of the 1,204 head of cattle on the farm.

As of March 1, there were 5,504 head of hogs also at Caledonia.

Last year over 225,000 pounds of fresh beef, 786,492 pounds of fresh pork, 605,460 pounds of fatback, 67,236 pounds of cured meats, 150,500 pounds of poultry, 155,640, pounds of sausage and 73,296 pounds of hamburger were used to feed the State's prison population.

The total average prison population last year was 9,150.

Most of the meat is raised on prison farms and is processed at the Cental Prison cold storage warehouse in Raleigh. In time, the prison department hopes to become entirely self-sufficient in producing its meats.

Since 209,088 dozen eggs were consumed by the State's prisoners last year, prison officials want to get an egg production program started in the camps of western North Carolina.

A program for the raising of broilers has been started at the Woman's Prison. Plans call for the construction of facilities to raise 20,000 broilers annually.

Herring fish and roe—sufficient to meet the annual demands of the prison system for fish—have been canned for many years at the Creswell camp.

The Prison Department made its first big effort toward raising vegetable plants on a large scale when three hot beds were built in February at the Whiteville prison camp. The 60 x 6-foot beds are warmed by soil heating cables.

Tomato seeds were sown. About 225,000 young tomato plants were then transferred to cold frames. About 150,000 plants will be placed in a 50-acre field at Caledonia.

In late February, sweet potatoes were bedded in the hotbeds. The department estimates about 60,000 sweet potato slips will be produced.

After this year, the prison department hopes to place cabbage plants in the hot beds in December, followed by tomato plans in February and sweet potato slips in March.

New Abattoir Foreman

At the Camp Polk Prison Camp in Wake County, there's a new abattoir foreman, Norman Eason. After 13 years experience with the Armour Packing Company, he is well-qualified to run the new abattoir.

He directs the processing of offals of hogs and cattle. Before the construction of the abattoir, the offals and "fifth quarter" of beef were given in payment to the commercial slaughterers. Now, the hides are cured and sold to hide processors. Chitterlings are quick frozen and shipped to prison camps for consumption.

On slaughtering days, about 40 hogs are slaughtered per day. The number of cattle slaughtered was stepped up the first of May.

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